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Life of
CAPTAIN STEWART DEAN

A Character of the American Revolution

by
WILLIAM J. WILGUS

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Ascutney, Vermont

1942

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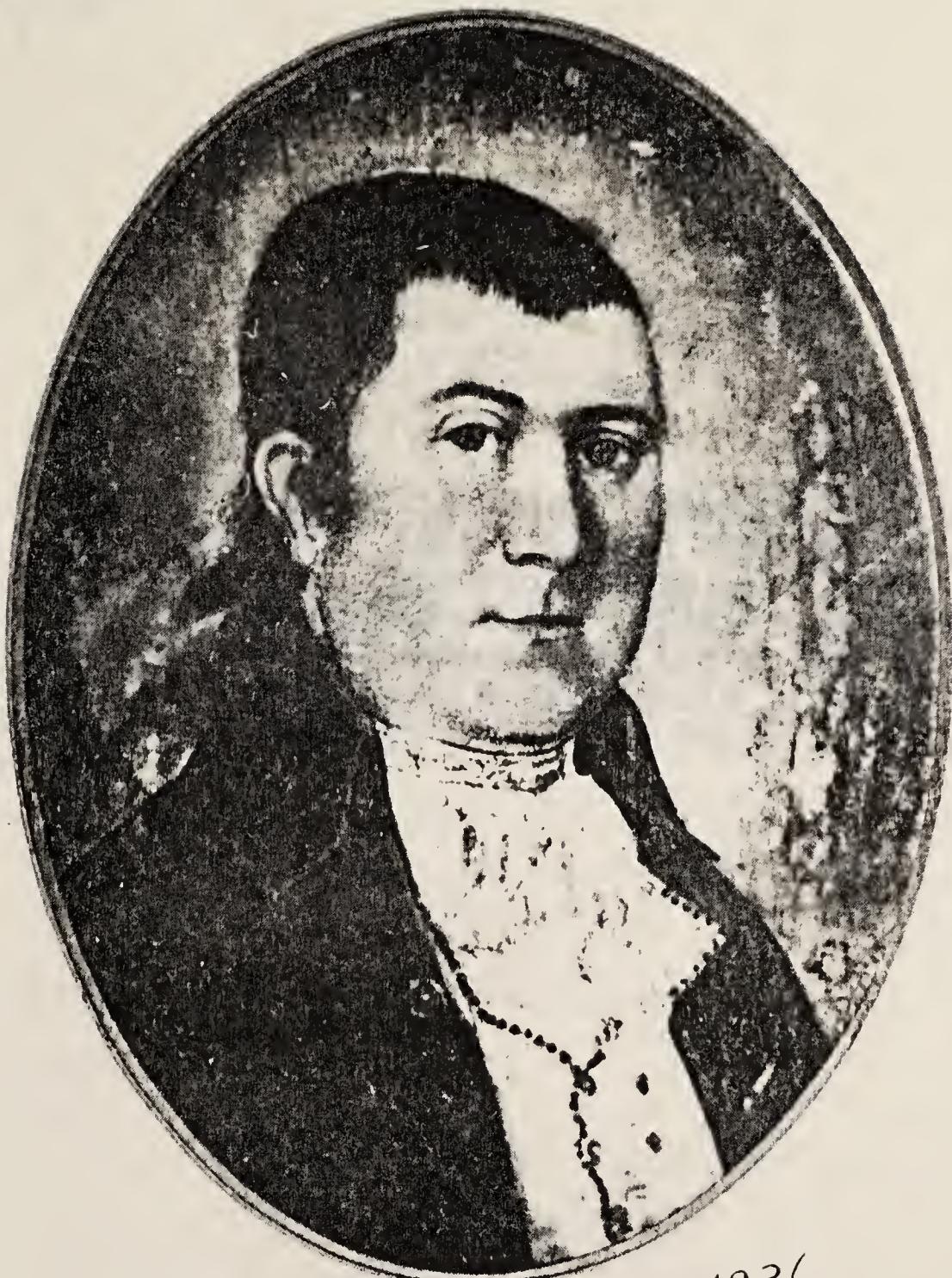
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Life of
CAPTAIN STEWART DEAN



FRONTISPICE



1748

1836

Stewart Dean

Privately printed in Omaha, Nebraska, for Mr. L. F. Crofoot of that city and Miss Elizabeth Whetten Dean of Ann Arbor, Michigan, from a copy of transcripts of the original manuscript which have been presented by the author to the Library of Congress, N. Y. Public Library, N. Y. Historical Society, and N. Y. State Library at Albany.

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PREFACE

The preparation of this memoir has been undertaken as a labor of love, in the belief that the eventful life of its subject should be made known to his descendants, and to those historians who may be interested in the career of one who figured actively throughout the Revolution from start to finish. To my wife I owe my grateful thanks for her helpful criticisms and counsel, as I do to my kin of near and far degree who have imparted to me information from their family records. Mistakes and omissions may have unknowingly occurred, and it is to be hoped that their correction will be called to my attention for incorporation in the addenda of copies on file in public institutions.

W. J. W.

Weathersfield (Ascutney P. O.), Vermont.

March 11, 1942.

CONTENTS

	Pages
I. Introduction	1
II. Early Life in Maryland.....	4
III. In Albany During the Revolution.....	9
IV. Naval Exploits	17
V. Voyage to China.....	25
VI. Middle Life and Closing Days.....	37
Bibliography	44
Genealogy Index	49
Genealogy Addenda	67
Chronological Index	71
Addenda	77

Life of
CAPTAIN STEWART DEAN
Chapter I
INTRODUCTION

The pages of history picture no more colorful and far-reaching change in the ordering of Society than the one from which came forth our great republic. Known as the American Revolution, it is usually considered to have been the result alone of the War of Independence, or the Revolutionary War, by which the thirteen colonies by force of arms won their right to govern themselves. In truth, however, the Revolution was much more than the part that had to do with open conflict. It had its beginning long before and its ending years later. The interminglings of the colonials, alongside the British in the French and Indian War, led them by 1760 to gain a sense of solidarity and a growing confidence in their competence to settle their internal differences without interference from overseas.⁹ With this came their increasing dislike for class distinctions, and their mounting discontent over the oppressive acts of the British government and the greed and arrogance of the English merchants and bankers and shippers with whom they had to deal.

These causes for sharp friction, ripening in a rebel atmosphere, had their climax in seditious outbreaks such as the ones in Boston Harbor and at New York and Annapolis in 1773 and 1774, succeeded shortly after by the firing of the "shot heard round the world" at Lexington in 1775. The volcano had erupted after some fifteen years of inner flame. Subsequent to the coming of peace eight years later in 1783, it remained for the newly born nation in the ensuing six years to recover from its wounds, open avenues of trade with foreign lands, and reconcile many differences between its member states as finally accomplished through the adoption of the Constitution in 1789.

For some thirty years, therefore, the Revolution was in being, and it was in that momentous period that the subject of this memoir played a man's part in war and peace to establish this nation. He was indeed a "founding father" even if his star now shines inconspicuously.

Born on July 4, 1748, in Somerset County, Maryland,¹⁶ known as the "Eastern Shore", Stewart Dean was there raised and trained in seamanship during the turbulent pre-war days of the Revolution, in a community largely of English origin with sharply drawn classes in which the cavalier and the planter held first place. Soon after reaching the age of twenty-one he removed to Albany, in the province of New York, peopled mainly by the phlegmatic Dutch engaged in trade. There he married, marched repeatedly as a volunteer against the invading British and Indians in the valley of the Mohawk, and held places of responsibility in the councils of the Revolutionary cause. From there he went forth to command the privateers *Beaver* and *Nimrod* in expeditions to the far-off West Indies, and to navigate the tiny sloop *Experiment* around the Cape of Good Hope to Canton on the second voyage made by Americans to open the nation's tea trade with China. Later he engaged with the self-same sloop in the transport of passengers on the scenic Hudson and in voyages to distant regions overseas, served at the turn of a century as a member of the common council of his home city of Albany, and then in honored retirement spent his declining years with his children in Lima, New York, and in the city of New York, where he died in his 89th year, on August 4,^{*} 1836.

The eventful life of Stewart Dean thus spanned all three epochs of the Revolution, and thereafter was spent in peaceful ventures in many climes and amidst peoples of differing races, religions, languages and codes of ethics, possessed of varied resources, customs, garbs, manners, social concepts, class distinctions and occupations, and governed in a multitude of ways or not at all. The annihilation of distance by modern means of communication and transport had not yet laid its deadening hand on many of these vivid contrasts which gave sparkle and color and dramatic interest to the wanderings of man from his native heath. To

^{*}Recorded in the press of Albany, N. Y., as having occurred on the 5th inst. See footnote, page 42.

Stewart Dean came this blessing to compensate him in a degree for the hardships spent in the service of his country while its foundations were being laid broad and deep.

In viewing the life spent by this outstanding character its better understanding will perhaps be aided by picturing him in the flesh. Of slight stature, only 5 feet 6 inches in height, and active in every movement, he was possessed of dark brown hair and a fresh complexion until old age came. An open countenance and a keen intelligence, too, were his as well as a generous disposition, an unfailing sense of honor, and a firm belief in a higher power in which he placed his trust. Worldly goods were not to come to him aplenty but rather an untarnished name.

11, 49, 60, 70, Portrait.

Chapter II EARLY LIFE IN MARYLAND

It was something over a century after Maryland's first permanent settlement by British stock had been made at St. Mary's in 1634—114 years to be exact—that Stewart Dean came upon the scene. Religious tolerance had been the keynote in the establishment of the proprietorship of the new province under the benevolent dictatorship of Cecilius Calvert, second Lord Baltimore. But as time went on many causes for friction developed between rival settlements and adjoining territories, between religious sects and also social classes, and between the proprietary government on the one hand and both the Crown and the representatives of the people in the provincial assembly on the other. To these disturbing conditions, after the date of his birth in 1748, were added the fears and disillusionment that followed the nearby defeat of Braddock in 1755, and the deep resentment that filled the hearts of the populace because of the mother country's Stamp Act in 1765 and the obnoxious legislation that had preceded and was to follow it.

Economic conditions, too, had their part in goading the public to revolt. The Eastern Shore's gently undulating fertile plain, lying a few feet only above the sea, and deeply penetrated by numerous navigable tidal estuaries or rivers, was well adapted to the raising of Maryland's staple crop, tobacco, as well as cotton, wheat and Indian corn, and to their transport in large part over-seas where the colony's planters were at the mercy of their only customers, the merchants of England, to whom they were compelled to look for their manufactured necessities. Added to this was the gradual impoverishment of the soil to make the planters' lot a hard one.^{3, 5, 35, 42, 43, 62}

A glance at the map will bring to mind the status of the Eastern Shore as the dominant part of the long peninsula situated between Chesapeake Bay and the Atlantic Ocean, extending in swelling proportions from its narrow upper neck at the head of the bay where joined by the waters of

the Susquehanna, a few miles below the Pennsylvania border, southerly to the latitude of Somerset County and lower Delaware, and then sharply narrowing again to Virginia's isolated lengthy tip ending at Cape Charles. Separated from the mainland by wide waters, except at one extreme, it stands apart from its sister regions on the south and west. Of its several counties lying as they do east of Chesapeake Bay—Cecil, Kent, Queen Anne, Caroline, Talbot, Dorchester, Wicomico, Worcester and Somerset—the last mentioned three were originally organized as one under the latter name in 1666, and divested first of the portion called Worcester County in 1742 and then of the portion named Wicomico County in 1867. At the time with which we are dealing, therefore, Somerset County was bounded on the north by Dorchester County where the Nanticoke River discharges into the bay, southerly by Virginia with the Pocomoke River to mark the boundary, northeasterly by the province of Delaware, and on the east by Worcester County which affronts the ocean. Because of its early establishment and its position adjoining the provinces of Virginia and Delaware, Somerset County may be said to have had more than its share of the trials and tribulations to which reference has been made.⁶²

As a child Stewart Dean could but have his character molded by this environment and by circumstances and events amidst which he was raised. Of his heritage there is no proven knowledge. There are, however, grounds for an indulgence in the surmise that he was perhaps the son, or a close relative, of a planter and merchant named Abraham Dean who first appears in the county records in 1743 and disappears from them in 1764; and who had business relations with Henry Lowes (Lowe), to whom, in March, 1766, Stewart Dean, "an orphan", was apprenticed in reading, writing, ciphering as far as the rule of three, and navigation "as far as through Marcato's Sailing", for a period ending with his majority in 1769.⁶¹ If weight is given to this surmise, thus founded on a consistent relationship of dates and associations, and strengthened by the giving of the name of Abraham to one of Stewart's children in after years, it is easy to picture the boy as spending his days at work and play on Abraham's slave-worked tobacco plantations expressively christened Flower Field, Punch Bowl,

Strawberry Plain or Shingle Landing, Panther's Den and Vulcan's Vineyard.⁶¹ Giving further rein to the imagination he may be seen fired, as was the youthful Walter Raleigh, by sailors' tales of voyages to distant lands, while engaged in study in the view of surrounding waters. Too, he may be seen as an onlooker or participant at the house parties, horse races, hunts, political talks and theatre attendances of the family and associates of Henry Lowes (Lowe), a connection of the Calverts, whose homes were at ancient White Haven on the Wicomico River and at the county seat named Princess Anne, and whose kinsmen's abode was at venerable Anderton, still existent near Oxford on the Choptank. Evidence of this is given not only in the business relations of Abraham Dean and Henry Lowes and the latter's supervision of Stewart's education, but also in the mention in Lowes' will, drawn in 1761 and probated in 1767, of Anne, Elizabeth and James Stewart, who conceivably could have been related to the subject of this memoir bearing a given name similar to their surname. His mother very likely was a Stewart, and possibly a descendant of William Stewart, ordained a dissenting minister at the site of Princess Anne in 1718, although of this we have no proof.
^{43, 61, 62, 67}

It is to be added that both the Deans and Stewarts had their roots in Maryland during the earliest days of the province, the names of the former appearing in the records as far back as 1649 and of the latter at least to 1718. How and why they came from the old country, presumably Scotland, there is now no way of saying. They may have come "on their own", or as "indentured servants" to work out their passage money, or as prisoners of war or dissenters from the Established Church, or in punishment for offenses not necessarily involving moral turpitude. Adherents of the Crown during and following the Civil War in England between 1649 and 1660, of the Cromwell regime when the Stuarts were restored in the latter year, of the Stuarts after the accession of William and Mary in 1689, and of the Pretenders in 1715 and 1745, were often transported to the colonies, as were political offenders and others convicted of minor as well as major offenses against the law. Men and women of high and low degree—officers of the army and navy, members of the professions, teachers, scholars, traders, artisans, servants, laborers—were thus deported, as in-

dentured servants or otherwise, to become valued and often prominent citizens in the new world. Whoever and whatever may have been the forebears of Stewart Dean, his long and honorable career was to prove him their worthy son.^{3, 43}

Bearing on this is the story by Catharine M. Sedgwick entitled "Modern Chivalry", in which she states that its "leading incidents . . . are true."⁶⁰ In it thus founded on fact the hero, our Stewart, under the pseudonym of Frank Stuart, gave evidence of his fineness of character in rescuing a delicately nurtured young woman called "Perdita" from what in effect was thraldom. Then a sailor on the ship *Hazard*, lying off Dorchester County's Oxford in the year 1768, nearing the time of completion of his apprenticeship in navigation under Henry Lowes (Lowe), he happened to see her in tears over her sad fate resulting from a miscarried elopement from England, smuggled her aboard his ship then about to sail overseas to Cowes in the Isle of Wight, and landed her scatheless on the mainland at Portsmouth without learning her real name. In a succeeding chapter the recital will be resumed to tell how thirteen or fourteen years later, according to the story, he captured an enemy vessel on which she was a passenger and delivered her in safety to her husband, the governor of Antigua, in the West Indies.

On returning from England, in his twenty-first year, it would appear from Miss Sedgwick's tale that he came into the independent command of a vessel, a responsibility indeed for one so young. His adventurous spirit had been early shown, for it is said that when but seven years of age he was "whipped for crying to go with Braddock and be a soldier."⁶⁰ That his patron, Henry Lowes, had kept his promise to give him a well rounded education, was proven over many years in the innumerable venturesome voyages made successfully under his command, in the clarity and accuracy of his reports, and in the beauty of his penmanship.

Thus reaching man's estate in an atmosphere charged with revolutionary strife, in which future events were to prove his adherence to his country's cause, it was for this young Marylander to look about and decide in what direction he could best employ his talents. He had, it would seem, already crossed the ocean, and it may be assumed that his

other voyages had led him along the coast and up the Hudson River to engage in the carriage of passengers and goods between the colonies. At any rate fate led him, sometime between 1769 and 1773, to change his place of residence to Albany, in the province of New York, at a period when violent quakes and rumblings were giving notice that an open break with Britain was close at hand.

Chapter III IN ALBANY DURING THE REVOLUTION

Just why Stewart Dean made the change in his abode is not a matter of record. There was the aftermath of the long economic depression in Maryland, then grown to be the fourth most populous British colony, which may have led him to seek pastures new in a less densely settled and more promising community. Dissatisfaction with tightly drawn class distinctions and the domination of the Established Church in his native county and province may have had their part in this. The prospect of a better opening for his talents may have lured him to the vibrant center of a growing trade between the fertile valleys of the Hudson and Mohawk rivers and the outside world. Persuasions of friends and kin, or the beauties of the majestic Hudson, or appeals to the heart from a fair one there met while on one of his voyages, conceivably could have turned the tide of his affairs. Finally, the increasing sense of unity between the colonists facing open conflict with the mother country, and the danger threatening the key to their defense at the meeting of the strategic water routes from Canada on the north and the Indian country on the west, called "the cockpit of North America", may have convinced him that in this removal to an endangered sister province he could best serve his personal fortunes and the common cause.

Whatever may have been the reason, or a combination of some or all of them, the step was taken in the interval between 1769 and 1773, for in the latter year the records show that on the twelfth of May he was licensed to marry Pietertze (Pyeterte, Pietertje) Bratt, born in Albany, September 12, 1756, a daughter of Anthony Egbertse Bratt and his wife, Marie Van Alstyne, both of long Dutch descent.^{41, 48, 55, 67}

It is well at this point to dwell for a moment on the characteristics of the region in which Stewart Dean had cast his lot. Instead of the flat tidal country of the Eastern Shore of Maryland, devoted principally to the raising of tobacco, he found in his new home a harsher climate and a mountainous or hilly land except in the broad reaches of the river

plains, from which, through Albany, many things such as lumber, furs, deerskins, fruits, vegetables, fish, meat, horses, and superior flour made from local wheat, were sent by vessel to New York City, the southern provinces, England, Holland and the West Indies in return for tobacco, sugar, molasses, rum, beer, queensware, drygoods, tools, furniture, pictures, books, plays, and a variety of luxuries and manufactured products, including hardware. New docks at Albany had been built for the better handling of this mounting trade as well as for passengers, and new sloops and other water craft so familiar to Stewart Dean were in demand.^{31, 32, 65}

The city in miniature, perched on the westerly side of the Hudson River a few miles below its confluence with the Mohawk, though sparse in population was tense with life bent on exacting toll from passersby on the water highway of a boundless empire. Steeply climbing westward from the narrow river plain ran State Street of generous width to the fort on a commanding hill, while crossing at its foot and running north and south stretched Market Street wide and long with Dock Street and the Quay between it and the river. Largely unpaved, ill-lighted or not at all, deluged to the discomfort of pedestrians in time of rain from far projecting gushing roof-spouts, and fouled by open sewage and domestic animals meandering at their own sweet will, the streets had much to be desired, as did the water supply which had a reputation of being bad.

However, there were compensations for these shortcomings of a frontier town. Many varieties of shade trees, of prodigious size and extraordinary beauty, stood at random in front of dwellings where the burghers sat on their door-side benches in the evening to puff away at their long clay pipes and in the happier sections enjoy the air; well kept gardens graced the homes and often swept down to the river's edge; and roomy open spaces in proportion to the population melted into a beautiful surrounding country—all these gave to the place a semi-rural charm that went far to offset the depressing effects of the crude thoroughfares and Dutch architecture of the dwellings with their brick steep-roofed gable ends that lined the leading streets. Within the houses spotlessness was the rule, in marked contrast with the dust and dirt outside. Here and there, too, a few fine examples of Georgian architecture gave hint of a coming

cultural improvement in a city yet Dutch in atmosphere though nearly a hundred years under English rule.

The language, garb, meals, customs and manners of the people were those of the original settlers from Holland, tempered, however, by contact with an infiltration of other races, in particular the English and their American descendants. Exceedingly social among themselves, with "little of the substantial luxuries of the table and of the ceremonious parts of good breeding still less", they were on first acquaintance shy with strangers who once accepted, however, were given every civility and "much essential kindness". Their morality, integrity and simplicity, their lack of extremes in social amenities, worldly goods and education, and their friendly consideration for their slaves of whom there were usually two or three in each home circle and none consigned to field work, made this a tranquil society—"a placid and humane people".^{29, 47}

It may be that this description, taken from the pen of a gifted traveler in the mid-1760's, is unduly flattering. An earlier observer spoke of the prevalence in his time of boorishness, avarice and selfishness to such a degree as to repel all save those who came to the community through necessity. Even he, however, admitted that at least a minority of the inhabitants were "unequalled in America for politeness, goodness and readiness to serve and oblige". It is perhaps natural to believe that in the lapse of years a change had been made for the better, and that society here in the seventh decade of the eighteenth century had become as idyllic as was painted by the observer last on the scene. From this, however, it is not to be taken that indignation and resentment over the acts of the English Crown were any less here than in Maryland whence Stewart Dean had come. In 1766 sedition had become rampant to an extent that called for the sending in of troops; and by 1774 this spirit of revolt had its further evidence in the formation of a Committee of Safety and Correspondence to keep in touch with other cities for resisting English tax collections and to insure the safety of the region's patriots.³¹

So Stewart Dean at the time of his marriage, in 1773, found himself in a country entirely different from the one he had left, as to climate, scenery, language, customs, religious beliefs and practices, garb, resources and social con-

cepts; but quite the same in its resolve not to submit to oppression from overseas.

It did not take long for him to adapt himself to his new surroundings. On March 2, 1775, seven weeks or so before the city was deeply moved by the news of Lexington, he applied for "deeds" to property neighboring that of Abraham Elights on Water Street. Here it would appear that he established his home, on which he discharged his debt to the city three years later.⁴⁷ On the list of members of the Committee of Safety, formed as early as September, 1774, was the name of his father-in-law, Anthony Bratt. After the fight at Lexington came the captures of Ticonderoga and Crown Point, the conflict at Fonda, the battle of Bunker Hill, the capture of Montreal, and the attack on Quebec, all in the year 1775, to mark the more notable beginnings of the War of Independence, followed early in the next year by the expedition of General Philip Schuyler with 2,000 or more militia from Albany, up what was to become known as the "Bloody Mohawk", with the resulting capture of Sir John Johnson and 60 or 70 prisoners as well as enemy stores. It was "on the 12th or 15th of January, in the year 1776", that Stewart Dean as a volunteer "marched from Albany to Johnstown on the Mohawk river" with this force, in Colonel Jacob Lansing Jr.'s first regiment of militia under the immediate command of Captain Gerritt Groesbeck (Captain William Brown?), and was gone from a week to ten days. This was his first baptism of fire in defense of the cause to which in various ways he was to give of himself until the war was won.^{4, 7, 16, 26, 56, 65}

The news of the Declaration of Independence did not reach Albany until July 19, 1776, to be greeted with a tumultuous celebration, but Stewart Dean was not there to take a part.³¹ On the 29th of the preceding June he had received a commission as commandant of a ship-of-war or privateer named the *Beaver*, and did not return from the West Indies to Albany until about the end of the year. He had become a captain on the high seas in all that term implies in time of war. Of this adventure more will be said in the next chapter entitled "Naval Exploits".

In the year 1777 Captain Dean's devotion to his city and country took two turns. On May 29, 1777, he was appointed a member of a committee to seize the sails, rigging,

tackles and cables of an enemy sloop;¹ and in July or August, though having hired a substitute, he volunteered to serve under General Van Rensselaer in a march as far as Fort Plain in pursuit of the Indians at Cherry Valley, German Flats and other places in the Mohawk Valley and beyond.¹⁶ It was in these fateful months that the British and Indians under St. Leger besieged and were repulsed at Fort Stanwix, and the battle of Oriskany won by the Americans, thus preventing the intended junction of three British armies at Albany and making Burgoyne's surrender inevitable on October 17th at Saratoga.⁴ The moment in which Stewart Dean took his modest part was vital to the country in marking the successful outcome of one of the decisive battles of the world, and to the local community in its relief from the dangers of assault and capture while afflicted by the care of unruly prisoners-of-war and Tory sympathizers.

The year 1778 brought to Captain Dean new honors and responsibilities. On January 6th he was elected a member of the Albany Committee of Correspondence which since March 25, 1776, had performed the duties of the city's common council and so continued until April 17, 1778.¹ It was a period when the threatenings of deserters, prisoners and law-breakers made its burdens unusually heavy. On February 27th he is mentioned as having been a member of a sub-committee instructed to apprehend and secure certain persons and papers and on April 2nd to inquire into the state of tavern-keepers and innholders.

On June 11th he is reported to have written a letter to the governor of the state, as likewise did General Ten Broeck, General Schuyler and the city's board, to all of which it was said that a reply had been received. The records of the day before show that his fellow members on the Committee were:

Henry R. Lansing	Abraham S. Yates
Gerrit Groesbeck	Isaac D. Fonda
Henry I. Bogert	Peter Ryckman
John Price	Philip Van Rensselaer*
Jacob Bleeker	Isaac Van Aernam
Jacob Bleeker, Junior	John Williams
Samuel Stringer [Dr.]	Abraham Ten Broeck*
John J ^s . Bleeker	Har ^s Wendell and
John Tillman	John Taylor

*Afterwards Mayor of Albany.⁵⁰

In this year, in response to news of a possible invasion from the north, he again volunteered for service and marched to Schenectady, returning to Albany after the enemy had retreated. British and Indian raids and massacres led by the Butlers and Brant at Cobleskill, Cherry Valley, German Flats and elsewhere in the Mohawk valley and beyond, and incursions in the Adirondack region, placed on every citizen of Albany the duty to respond to instant call.⁷ The year was also marked for him by the acceptance by the city, on April 29th, of a property payment that had been previously tendered on a bond to which he and Abraham Eights had subscribed; by the birth of his daughter Maria (Mary) on September 29th;⁴⁸ and by his sponsorship in baptism of daughters of Jacob Van Deusen and Elsie Lansing, his wife, relatives of one George Dean, who in 1765, at the age of twenty, had married Jacob's sister, Annetje (Annatie).^{48, 55} It has been thought that George Dean possibly was a kinsman who played a part in the drawing away of Stewart from his home in Maryland.

The next year, 1779, was one of the several between 1778 and 1781 when the citizens of Albany, and for that matter all in the Mohawk valley, continuously lived in terror of British and Indian invaders from the west and southwest. Massacres like those at Wyoming and German Flats were to be expected if vigilance failed. It was in response to a call to arms in these grave times that in November or December Stewart Dean, again as a volunteer, marched from Albany to Schoharie and remained there for two weeks or more.¹⁶ Earlier than this, in June, he is said to have captured a sloop, so that his exploits in that year took place on both land and water.

History does not record the events of his life in 1780, beyond the birth of his son Anthony on December 20th;^{48, 55} but on March 26th, 1781, he was appointed an Albany County member of the outstandingly important committee named Commissioners for Detecting and Defeating Conspiracies, of which Leonard Gansevoort, Jr., was secretary, and with his fellow members, John M. Beeckman, Isaac D. Fonda and [Dr.] Samuel Stringer, attended many meetings.^{50, 57} He continued in that striking service until the labors of the commissioners were ended. It has been well said that the names of those on this committee in its several forms, lasting from

September 21, 1776, at least to April 29, 1783, and on others like the Albany Committee of Correspondence on which Stewart Dean's name also appears, "deserve to be placed on the roll of honor along with those of the soldiers and the statesmen." "The committees and congress . . . organized the Revolution and military victory itself was largely dependent upon the successful accomplishment of the tasks of these varied committees."⁴

The year 1782 marked another high spot in Captain Dean's career, for in the month of January he left for Philadelphia to superintend the building of the armed vessel *Nimrod* and upon its completion sailed as its master commandant under a Letter of Marque on venturesome errands to the West Indies from which he returned to Albany some nine months later. Of this more is said in the chapter that follows next.

In the closing year of the war Captain Dean was bereaved of his wife, Pietertze Bratt, who died between the date of birth of their son Pieter, on October 23, 1783, and of his baptism on the fourteenth of the ensuing December.^{48, 55} This son apparently did not long survive his mother. The coming of the nation's independence, therefore, brought to the husband and father a joy tempered by this personal loss.

Two years were to go by in the rapid recovery of Albany from the effects of war when Captain Dean was called to take the leading part in a new exploit that meant much to the nation. The demand for tea and other products of the Orient, cut off by the break with Britain, prompted the sailing of the first American vessel, the *Empress of China*, from New York to China in 1784, and this encouraged the despatch of a second vessel, the *Experiment*, under command of Captain Dean, on a similar quest in the following year. Departing from New York on December 18, 1785, for Canton, he was gone nearly a year and a half, returning with a cargo of tea, silk and chinaware to New York and thence to Albany in the spring of 1787. An account of this famous exploit will be found in the chapter entitled "Voyage to China".

Of Captain Dean's life from this time to the real end of the Revolution when the Constitution was adopted in 1789

there is little of record, other than that he was married in the Dutch Reformed Church on October 4, 1787, to his second wife, Margaret Whetten of New York City, a daughter of Captain William Whetten and Margaret Amy Todd, his wife, both notable patriots in revolutionary days;* and that for at least the latter part of that period he was commander of a sloop in the transportation of passengers and goods on the Hudson River as will be explained in another chapter entitled "Middle Life and Closing Years."

During the two decades or so that Stewart Dean spent his life in Albany in these times of stress, with a residence on the river front and subsequently on the eminence known as Arbor Hill, it will be seen that he made his mark on his community as a public spirited patriot and carried its fame and that of his country to far off lands in both war and peace. The annals of the city and elsewhere bear witness to this, as does the changing of the name of two of the city's thoroughfares, Dock and Water Streets, to Dean Street in his honor.

*Margaret Amy (Todd) Whetten, a daughter of Adam Todd and a half-sister of Adam, Jr., and Sarah (Todd) Astor, was born in New York City July 4, 1739, and died there April 21, 1809. Her husband, to whom she was married September 7 (6?), 1756, Captain William Whetten, was born in Devonshire, England, December 12, 1730, and died June 7, 1778. Of their nine children: William was born July 10, 1757, and died in infancy; Sarah, born June 16, 1758, married Henry Brevoort June 16, 1778, and died August 21, 1840, their "great farm" lying north of Washington Square in New York; Margaret, born August 23, 1760, married Stewart Dean October 4, 1787, and died December 21, 1851; John, born January 27, 1763, married (1) Eliza Burlng, (2) Harriet Douglas, and died in 1845; William, born June 2, 1765 (1766?), died in September, 1801; Samuel, born January 5 (6?), 1768, died at sea in 1789; Mary, born October 23, 1771; Ann (called Nancy), born February 8 (3?), 1773, married Michael Bull of Hartford, Connecticut, December 15, 1795; and Joseph, born August 23, 1776 (1773?), died in May, 1788 (1778?).^{21, 30, 67} The services rendered by Captain and Mrs. Whetten and their daughters, Sarah, who was to marry Henry Brevoort, and Margaret, who was to marry Stewart Dean, are eloquently portrayed in Mrs. Ellet's *Women of the Revolution*.

Chapter IV NAVAL EXPLOITS

The outbreak of their open struggle with Great Britain found the United Colonies without a navy with which to strike at sea. But this did not long continue. The news of the battle at Lexington had no sooner reached the sea coast than steps were taken forthwith to convert peacetime vessels into privateers, also known as private ships-of-war. Complying with instructions from the Continental Congress, the revolutionary governments of New York and the other provinces encouraged this. Unable to cope with the enemy's frigates the American privateers could at least harry its ocean commerce, and bring to the colonies the munitions and other supplies of which they were in desperate need throughout the war. The sea soon teemed with them while the insurgents' regular navy was in the making. But for them the colonies' feeble fleet of public men-of-war, grown to a mere eight in the spring of 1776, would have been powerless against the blockading British fleet of ten times that number aided, too, by privateers.^{4, 23, 33}

This was the situation when Stewart Dean, as commander of the 90-ton sloop *Beaver*, "mounting six carriage guns and navigated by twenty-five men", applied to the provincial congress of the colony of New York for—and on June 29, 1776, was granted—"a Commission as Letter of Marque" to arm and equip the *Beaver* and set forth in it to sea as a private ship-of-war empowered to capture British vessels and cargoes. In the exercise of this grant Captain Dean, as well as James A. Stewart on behalf of the owners of the *Beaver*, James A. Stewart and Company of the City of New York, and by inference Isaac Sears of that city, were placed under bond in the sum of \$5,000 that he should not 'exceed or transgress the powers and authorities which shall be contained in the said Commission, but shall in all things observe and conduct himself, and govern his crew, by, and according to, the same, and certain instructions therewith to be delivered, and such other instructions as

may hereafter be given him; and shall make reparation for all damage sustained by any misconduct, or unwarrantable proceedings of himself or the officers or crew of said Sloop Beaver.' Stewart Dean, therefore, was in this bound by the rules of war as rigidly as if he were an officer of the line.⁵¹

In this connection it is perhaps not inappropriate to wonder whether or no the head of the firm that owned the sloop was the same James Stewart who was mentioned in the will of Henry Lowes to whom Stewart Dean was apprenticed in Somerset County, Maryland, in 1766, and if so of kin to the sloop's commander.

On or about the date of his commission Captain Dean, with a skeleton crew, sailed with the *Beaver* from New York to New London, Connecticut, where he manned his vessel in full and completed its armament of 6 four-pound carriage guns, 12 blunderbusses (swivels), 20 cutlasses, 20 spears and 70 rounds of powder for each gun with a proportion of ball. His first mate was John Haster and the second mate John Smedron. Thus he was ready for action when word coming of the Declaration of Independence he departed with the news for Providence, Rhode Island, on the 7th or 8th of July. It was a fitting start for the little *Beaver* to open its career on so notable an errand.

The day after reaching Providence Captain Dean "set sail on a cruise to the West Indies, and when four or five days out fell in, as he anticipated, with a fleet of British merchantmen of about 150 sail, which had just parted with her convoy". In the ensuing engagement lasting for five or six days, in which he was joined by the 10-gun privateer *Enterprise*, a brigantine of 160 tons manned by 20 men under Captain Joseph Dwight (DeWhite or DeWight), four of the merchantmen were captured, of which one, the 300-ton (270-ton?) *Earl of Errol*, Captain Bartlett, enroute from Grenada to London and carrying six 4-pounders (2-pounders?), was not taken until after a sharp two-hour conflict. The exact date of this capture has been given as July 22. The *Earl of Errol* with its prize crew arrived safely at Boston, but the others were recaptured by the British.

Resuming his voyage Captain Dean, in company with Captain Dwight in the *Enterprise*, arrived at the Dutch possession in the island of Saint Martin in the West Indies

about the middle of September, both vessels carrying cargoes to be disposed of in that neutral port as well as captured prisoners, and both in quest of return loadings for the patriot cause. The circumstances being delicate, one or both of the captains called on and sought the counsel of an American merchant in the neighboring Dutch island of Saint Eustatia ("Old Statia," Saint Eustatius, Saint Eustache), by name William Patterson, who had been induced to establish himself there for the sole purpose of procuring and forwarding to his country munitions and other articles necessary for carrying on the war, in exchange for the products of the insurgent colonies, such as dried fish, indigo, tobacco and rice. He advised that the prisoners should be kept confined on board the vessels and then himself went over to St. Martin's with a sum of money sufficient to purchase full cargoes of sugar and rum for the two vessels. As soon as they were loaded they departed with the prisoners and speeding on their way arrived, at least in the case of the *Beaver*, in "New Port", Rhode Island, in October, some five months after Captain Dean had first received his commission to embark on this eventful voyage.^{16, 22, 51}

The *Beaver* incident takes on added interest in having been coupled with the name of William Patterson, whose activities, as he testified long after, were, like Captain Dean's, devoted to the procurement and forwarding of munitions and other means for the United Colonies. As he said these, as in the case of Captain Dean, were undertaken "at the risk of their lives with a halter round their necks" at the commencement of the Revolutionary War. Remaining on this errand in the Dutch and French West Indies until 1778, he then removed to Baltimore where he greatly prospered and became the father of Elizabeth (Betty), whose ill-starred marriage, in 1803, to Jerome Bonaparte, the brother of Napoleon, was to make its mark in history.^{16, 18}

For half a decade after the *Beaver's* return there is nothing in Captain Dean's papers that points unquestionably to his career on water, although the Naval Library records in Washington show that he sailed from New York in command of that vessel not only in 1776 but also in 1779 and 1781 and in June, 1779, captured a British sloop. On land, as set forth in the preceding chapter, he marched from Albany on four occasions as a volunteer soldier against Brit-

ish and Indian invaders in the valley of the Mohawk, well named "bloody", and as a citizen served on the Albany Committee of Correspondence and on the Albany County Board of Commissioners for Detecting and Defeating Conspiracies. It is to be assumed that Captain Dean, in other respects than those named, was far from inactive in his chosen vocation of navigation during the five years in which he was so prominent on land.

This brings the recital to January of the year 1782 when Captain Dean was called to Philadelphia to superintend the building of an armed vessel called the *Nimrod*. Possibly this invitation was made at the instance of the famous Robert Morris, who in 1747, a youth of thirteen, had been brought by his father from England to the bustling port of Oxford, Maryland, where Stewart Dean later played a part.^{28, 52, 58, 60} At least there is some ground for speculation that ties perhaps contracted there were not without effect in distant Albany. On the completion of the *Nimrod*, a schooner of forty tons burden "mounting six carriage-guns, and navigated by eighteen men", a commission was granted by the Congress of the United States to its master and commandant, Stewart Dean, with a Letter of Marque "licensing and authorizing him to fit out and set forth in said Schooner, and the Officers and Crew thereof, by force of arms to attack, subdue, and seize and take all ships, vessels and goods, belonging to the King or Crown of Great Britain, or to his Subjects, or others inhabiting within any of the territories or possessions of the aforesaid King of Great Britain, and any other ships or vessels, goods, wares and merchandises, to whomsoever belonging, which are or shall be declared to be subjects of capture by any Ordinance of the United States in Congress assembled, or which are so deemed by the Law of Nations". Stewart Dean was placed under bond bearing date April 18, 1782, in the amount of \$20,000 for faithful compliance with these conditions and others, including "Ordinances, Acts, or Instructions" fixed by the Congress, "but shall in all things govern and conduct himself as Master and Commander of said Schooner, and the Officers and Crew belonging to the same, by and according to, said Commission, Ordinance, Acts and Instructions, and by any Treaties subsisting or which may subsist, between the United States in Congress assembled, and any

Prince, Power, or Potentate whatever, and shall not violate the Law of Nations, or the rights of Neutral Powers, or any of their Subjects, and shall make reparation for all damages sustained by any misconduct or unwarrantable proceedings of himself or Officers, or Crew of the said Schooner" This bond was executed by Stewart Dean himself and by one of the owners, Thomas Morris, whose co-owners were stated to be Samuel C. Morris and Cadwalader Morris, partners in a well known firm engaged in the West Indies trade.^{18, 22, 49}

The conditions under which Captain Dean was to function as the commander of this ship-of-war, or privateer as more frequently termed, are thus given at length to make clear that the charge of piracy, now often applied to privateering, does not in justice lie against the authorized employment of private ships-of-war in the interest of their country under the terms of a Letter of Marque so drawn. As in the case of the *Beaver*, in even a stronger degree, the commander of the *Nimrod* was as firmly held to the rules of warfare as the captain of a ship of the line.

On or soon after the granting of the Letter of Marque, in mid-April, Captain Dean with a first and second mate, James Slover (Sloover or Dover) and Francis Maus-Collock, respectively, sailed from Philadelphia for the island of Saint Christopher with despatches from M. Luzerne, the French Minister to the United States, addressed to Admiral Count de Grasse, in command of the French fleet then cruising in the Caribbean Sea.^{16, 38} His sturdy ship, carrying ten 4-pounders and a crew of 25 (six carriage guns and 18 men, according to the naval records), was a small though formidable instrument of war with which to engage and capture armed enemy merchantmen in waters dominated by British fleets.

The despatches to Admiral de Grasse were not to be delivered. After his successful foiling of the attempt by Admiral Graves to bring relief to Lord Cornwallis at Yorktown in the previous August, and his subsequent capture of Saint Eustatia, Saint Christopher (St. Kitts) and other British holdings in the West Indies, he had been met and defeated by Admiral Rodney off Santo Domingo on the twelfth of April, less than a month before the arrival of

the *Nimrod* on the scene.^{16, 23, 38} It was, of course, a source of deep disappointment to Captain Dean that in this particular his errand was made fruitless.

At this point intermingled truth and fiction take their place in a portrayal of the movements of Captain Dean. It will be recalled that Miss Sedgwick, in her "Modern Chivalry" in which the leading events are said to have been founded on fact, tells of his rescue of the girl "Perdita" in Maryland thirteen or fourteen years before. In that tale the hero in after years is painted as having intercepted and captured an armed enemy ship bound for Antigua on which he discovered one of the passengers, the wife of the governor of that island, to be the one he had thus befriended. Delivering her together with her son and mother-in-law to her husband under flag of truce, as runs the story, he continued on his cruise until pursued by a British ship of the line he takes refuge in St. Kitts, then still held by the French. There he was attacked, wounded and captured by his pursuer, and taken, manacled and in close confinement, to Antigua, where its governor, in gratitude for the previous release of his wife, son and mother, refitted and equipped the disabled vessel and with honors permitted it to resail. That there is at least a semblance of truth in this romantic tale is evidenced by a brief account by word of mouth in *The Pennsylvania Journal and Weekly Advertiser*, published in Philadelphia July 17, 1782, to the effect that a British privateer had recently entered "the harbour of St. Kitts, from whence they cut out the Schooner [Nimrod], Captain Dean, of this port, and two other American vessels, and carried them to Antigua. The French commandant, discovering that some of the English on the island had been concerned in the business, immediately seized the vessels belonging to them, and demanded that they should see to the redelivery of the American vessels, which after some delay was complied with, and the vessels sent back, when the merchants of St. Kitts were obliged to refit the vessels with rigging, stores, etc., of which the privateers had plundered them, and then they were delivered in good order to their owners".

What is to be taken in Miss Sedgwick's tale to have been the truth, in so far as the capture and release of the *Nimrod* are concerned, is evidenced by the sworn statement of Captain Dean, made in 1833, that "While lying in the

harbor at St. Christopher (in May, 1782) the *Nimrod* was attacked by two 20 Gun-ships, and after a short but severe conflict captured and carried to Antigua. He was badly wounded during the engagement, and immediately after the surrender of the *Nimrod*, and was detained a prisoner about twenty days, at the expiration of which time, through the friendly interposition of Admiral Crosby and the then Governor of Antigua, whose name he has forgotten [Thomas Shirley], the *Nimrod*, with the remainder of her crew, was restored to him, and after returning to St. Christopher, whither he was towed by one of the Admiral's ships, and laying in a cargo, arrived safely at the head of Elk river ["Head of Elk" at what is now Elkton] in Maryland, in August or September, having been absent between 4 and 5 months.¹⁶ It was at this place of termination of Captain Dean's second cruise that Howe five years before had disembarked the British army for its advance on Philadelphia during which the battles of Brandywine and Germantown had been fought.

In essence the three accounts of the capture and release of the *Nimrod* are not far apart, that of Captain Dean, of course, to be given the greater weight as coming under oath from the leading character in the drama. As to the reason for the release of the *Nimrod*, however, that given by "word of mouth" in the Philadelphia paper is different from the ones in "Modern Chivalry" and Captain Dean's recital. The latter's basic facts are quite like Miss Sedgwick's, whose embroidery of romance in respect to "Perdita" may be taken as partly true and partly fictional as suits the reader. The writer of this sketch, for one, chooses to believe that the part thus chargeable to romance is essentially true.

The feats of the *Nimrod* were not to end with its arrival at "Head of Elk". Immediately after the discharge of its cargo and the laying in of another, Captain Dean sailed in its command to Havana. At that port the vessel was embargoed and detained for about two months, after which it departed for Philadelphia and there arrived with its commander in the latter part of December, 1782, or forepart of January, 1783.¹⁶

The time spent by Captain Dean in these two cruises, so filled with heroic incident, was at least nine months. The

war was practically over, though six years were to elapse before the confederation of states with their well-won independence had settled their internal differences and emerged in truth a nation. As will be seen in the next chapter, Captain Dean, in one particular, bore no small part during this period of transformation.

Chapter V

VOYAGE TO CHINA

The ending of the War of Independence by no means brought tranquility to the victorious states. Their internal rivalries and jealousies until then slumbering came to life and their industry, trade and agriculture were prostrate. Their foreign commerce, too, was at a standstill with the doors of the British colonies closed to them. That their hard won independence should bear fruit their nationals were therefore compelled forthwith to seek friendly ports beond the seas.

Such was the situation in the year 1784 when the first move was made by merchants of the United States to open tea-trade with China. It will be remembered that it was this trade, monopolized as it was by the British East India Company, that played a leading part in the outbreak of the Revolutionary War. The time had come for Americans to go and fetch their tea, along with the luxuries of the Orient for which there was a growing demand.^{19, 46}

The *Empress of China*, a converted privateer of 360 tons burden, had the honor of making this start at the initiation of Robert Morris of revolutionary fame. Sailing from New York under the command of Captain Joseph Green on February 22, 1784, she made her return successfully on May 11, 1785.^{11, 20, 32, 72}

It is now that Captain Dean appears on the post-war scene.^{6, 8, 10, 11, 16, 20, 24, 30, 31, 32, 36, 37, 47, 54, 56, 60, 70, 71, 72} Whether this was on his own initiative, or at a suggestion made to him by members of the Morris family who had owned the privateer *Nimrod* over which he held sway three years before, or in consequence of steps taken by New York merchants to bring about his consultation with Captain Green that is reported to have taken place, or because of the good offices of James Stewart, who owned the *Beaver*, commanded by Stewart Dean in 1776, there is no way now of knowing. At any rate, however, history does record that in the fall of 1785 Captain Dean was in communion with a group of mer-

chants in New York to take command of a second voyage to China for a venture in tea.

The 80-ton sloop *Experiment*, "queen of the world's single stickers" to be employed in this, had been built in Albany by Captain Dean in 1784*, and was intended for the carriage of passengers and freight between its home port and New York as well as in foreign trade. Its voyage up-river with a cargo of salt in the fall of 1784 was followed by one with freight to "Carolina" in the ensuing winter of 1785, and by one across the Atlantic in the summer of the latter year to Madeira, whence Captain Dean brought back "a Black Bird" for the edification of Mrs. Jones, wife of a member of the firm of Stewart and Jones, merchants of New York City, in whose interests the voyage had been undertaken. That the relationship between that firm and Captain Dean had in some degree to do with the birth throes of the "venture in tea", is indicated in its letter of October 24, 1785, to Teunis Van Vechten of Albany, thus: "Respecting Dean's voyage to the East Indies it's not yet altogether fixed as yet. We are now looking up a good concern of which you will hear further from us when it is finally fixed." The seed had been sown for what was to become known as "a famous voyage."**^{70, 71}

It was not until November 11th of that year, 1785, that a meeting was finally held in New York at which an agreement to finance the new project was subscribed to by eighteen takers of nineteen shares involving an expenditure of not to exceed £10000 in New York currency.²⁴ In the end this notable group was made up as follows:**

*Said to have been built in his own garden,³⁰ and by another authority to have been built near the location of Eagle Tavern.^{8,11} In the New York Custom's records the vessel's measurements are given as 85½ net register tons capacity, 58'-11" in length, 19'-3" in width and 8'-11" in depth.²⁴ Its date of construction in another source has also been given as 1783.

**This and succeeding information bearing on the inception of the *Experiment's* voyage to China including the loading and manning of the sloop and its financial results, has been supplied in large part through the courtesy of The New York Historical Society.



The Sloop
EXPERIMENT

from a model made by Capt. P. B. Blanchard, Trustee of
Sailors' Snug Harbor, Staten Island, N. Y., and presented
by him to that institution in 1934.

No. of Shares	No. of Shares
1 Elias Nexsen	1 Teunis T. Van Vechtent
1 John Alsop*	1½ Henry Seaman (and another)
½ Peter Mesier	1 William Laight and Co.
½ Abraham Walton	½ John Remsen
2 Alexander Robertson and Co.	1 Lynch and Stoughton
1 Ten Brook and Salter	1 Robert Dale
1 Josiah Shippey and Co.	2 Stewart and Jones
1 John R. Meyer	1 Guilian Verplanck‡ (and another)
1 Stewart Dean	1 Peter Schemerhorn

Their meetings thenceforth were to be held at the "Coffee House", at six o'clock on Tuesday of each week, to receive reports and attend to the affairs of the enterprise to which they were committed. It is of interest that Captain Dean was one of their number, and that James Stewart of the firm of Stewart and Jones, and presumably the owner of the *Beaver* in 1776, perhaps was educated, as was Captain Dean, under the tutelage of Henry Lowes of Maryland. The similarity of their names and handwriting, and their previous close association, encourages that supposition and in turn the thought, though fanciful, that they may have been related.

The co-adventurers selected one of their number, Gulian Verplanck, to act as treasurer, and with him three others, James Stewart, Robert Dale and William Laight, to serve as a committee to make the necessary purchases and payments. The treasurer, John Alsop, and James Stewart were appointed a committee "to wait on the Governor and Foreign Minister" for "such certificates as may be beneficial in the prosecution of our voyage". Another committee consisting of Messrs. Seaman, Verplanck and Lynch, was selected "to draw up instructions for Captain Dean". As submitted and approved they provided that he should proceed to Canton with due precautions in the "Straights of Sunda"

*A prominent figure during the Revolution along with the famous Isaac Sears, who shortly after sailed for Canton on the *Hope*.^{4, 69}

†Of Albany and the father of Abraham Van Vechten, who was prominent in public affairs.¹⁸

‡An uncle of Gulian Crommelyn Verplanck, who became famous as a political figure and author, his *Shakespeare's Plays: With His Life*, published in 1847, being "important as an illustration of the development of wood engraving, and as a second serious attempt of American Shakespearean scholarship, to use the latest English researches. . .".¹⁸

against the natives of Java and other islands in that region; there dispose of the ship's cargo to the best advantage and invest the proceeds of the sale in articles that were listed; devote his stateroom and other privileges to the interests of the subscribing owners for which the sum of £100 had been allowed; receive on his return a commission of 5% on the proceeds of the cargo exclusive of his wages and stateroom allowance of a hundred pounds; accept shipments as freight if there should prove to be room for so doing; sign three copies of his invoice and bill of lading before his departure from Canton and send them to the owners in different vessels, of which one copy was to go via London and the other two direct to America; and arrange that in case of his death or inability his duties of command should be passed over to his mate, who was in that event to act in conjunction with "Mr. William Stewart".

By the 15th of December the purchases were completed at a cost of somewhat in excess of the original limitation of £10000. They embraced:

The sloop <i>Experiment</i> acquired from its owners, Stewart Dean, Teunis Van Vechten and James Stewart, for £1200, plus various supplies costing.....	£1370,
a total of.....	£2570

The cargo consisting of—

128 barrels of tar, turpentine, rosin, spirits of turpentine and varnish.....	£ 130
Four casks of best Scotch snuff.....	122
Six casks of tobacco.....	46
Four hogsheads of Jamaica spirits.....	98
Four quarter-casks of Old Madeira wine....	62
Fifty boxes and fifteen casks of "Gensang" ..	1183
One cask of furs of squirrels, minks, red and grey foxes, wildcats, martins, bears, raccoons, muskrats and spotted fawns.....	16
Eighteen boxes containing 18,000 Spanish milled dollars.....	7203 8860
Total cost divided equally among the nineteen shares, thus amounting to £600 each	
	£11430

One of the two principal cargo items, as will be seen, consisted of specie with which to make purchases in Canton. The other, gensang (ginseng), was a forked, aromatic, warm-tasting root gathered in shady woodlands and much coveted by the Chinese for what were believed by them to be its medical properties and its remote resemblance to the human figure bespeaking as they thought occult influence.

By now the cargo was in place, together with an armament of six carriage and two swivel guns, small arms, boarding pikes and other weapons for repelling Malay proas and Chinese pirates that might be encountered enroute.^{20, 24, 70} The officers and crew were listed thus:

Stewart Dean, Master	William Brown, Seaman
John Whetten, 1st Mate	John Kemmens, "
Isaac Seaman, 2nd Mate	William Sloo, "
Charles Morse, Seaman	William DeWever, Boy
Hugh Kemmens, "	Blackboy Prince

With this group was included the above mentioned William Stewart, a connection of one of the subscribers to the agreement, Stewart and Jones, who went on the voyage in a semi-official capacity; at its close he is reported to have "adventured himself in the little vessel and is returned in good health".⁷¹ Eleven souls in all embarked in the quest for tea half way 'round the globe.

Of two of the crew some special mention is in order. John Whetten was the brother of Margaret, to whom Captain Dean was destined to become married several months after the *Experiment* had returned, and in after years was to become the captain and, with his uncle by marriage, John Jacob Astor, the owners of several vessels in the India trade, the first governor of Sailors' Snug Harbor and the ninth president of the Maritime Society of the City of New York.^{8, 24} William Sloe may have been the one of that name who was connected by marriage with the Whetten family.³⁰ These human touches spoke well for a harmonious voyage, as did the spirit evinced by this inscription on the ship's bill of lading:^{11, 24}

Ship'd by the Grace of God in good Order and
well conditioned by Wm. Laight in behalf of the
Owners of the *Experiment* in and upon the good

Sloop call'd the *Experiment* whereof is Master under God for this present Voyage Stewart Dean and now riding at Anchor in the Harbour of New York—And by Gods grace bound for Canton in China . . . And so God send the good Sloop to her desired Port in safety Amen.

Dated in New York 15th December 1785

(Signed) Stewart Dean

In the safe passage of the ship and crew to the "desired Port" and their return intact after an absence of eighteen months, time was to disprove the fears of many doubters that this prayer would go unanswered.

It was three days later, on December 18, 1785,^{32, 70} that the *Experiment*, flying the American flag at her mast-head, cast loose from her moorings at Murray's dock at the corner of Wall and Front Streets on the East River, and started on her 13,000-mile* journey across the two Atlantics, North and South, around the Cape of Good Hope at Africa's southern tip, across the Indian Ocean to within sight of Java Head, through the Straits of Sunda and Gasper Passage or Banka Straits with their dangerous rocks and currents, and finally through the Java and China seas to her destination on or about the twelfth of June, 1786.⁴⁵

Nearly six months had elapsed since the day of her departure. Nothing has been found of record as to the happenings on this stormy way other than a call on January 21, 1786, for supplies—pigs, greens, sheep, goats and fowls—at St. Jago (São Thiago) of the Cape Verde Islands now figuring forebodingly in the news of the present day. With the crude instruments of navigation of those times, the lack of sounding charts, the extremes of temperature in passing from temperate to torrid climes, the hazards of wind and storm, and the dangers of attack by pirates—certainly it is to be expected that this little craft, no larger than Hudson's *Half Moon*, had an untold story worthy of a Joseph Conrad's pen.

The scenes at Canton that greeted the members of the *Experiment's* crew were in startling contrast with those

*So noted in the records; modern tables of distances say 13,927 nautical miles (knots) or 16,038 statute miles.

from which they came. Here anchored in the narrow river were long stretches of great foreign ships—English, Dutch, Danish, Swedish, French, Portuguese and Spanish—to dwarf their tiny vessel.⁴⁶ Crowds of Chinese “tea-deckers”, too, of strange appearance, large and small, lined the banks or slowly moved about. River junks manned by naked coolies, and Chinese mandarins’ gaily decorated flower boats, passed to and fro; and numberless little sampans transferred cargoes between ships and shore and from ship to ship and housed a vast floating population of the Cantonese with their families and impedimenta. Varied colors, lights, and the sounds of voice and music gave life to a medley so strange to occidental eyes and ears. Nothing like it was to be seen in hum-drum New York or sober Albany.

The master and crew of the *Experiment* soon found that they were not to be permitted to travel as they might choose on land. Their activities ashore were to be strictly confined within the limits of about a quarter of a mile square, termed “the Factory”, so named after the title of factor held by the representatives of the foreign traders. In this little area was located a row of terraced buildings that sheltered the goods and offices of the “foreign devils” with whom the Chinese merchants dealt by authority of the emperor of the “Middle Flowery Kingdom”. The days of Captain Dean and his following were therefore distressingly monotonous during their six months’ stay, except as they were permitted to visit a resort across the river, and to disport themselves amidst the exotic surroundings on water on which, with restrictions, they were given a somewhat freer hand. Then, too, there was the excitement that attended the arrival of the American vessels that followed in the wake of the *Experiment*, including the *Grand Turk*, Captain Ebenezer West, from Salem; the *Canton*, Captain Truxton (Truxton), from Philadelphia; and the *Hope* from New York under the command of Captain James Magee. The records show that the *Empress of China*, Captain Joseph Green, from New York, also arrived after the *Experiment*, this being its second voyage.

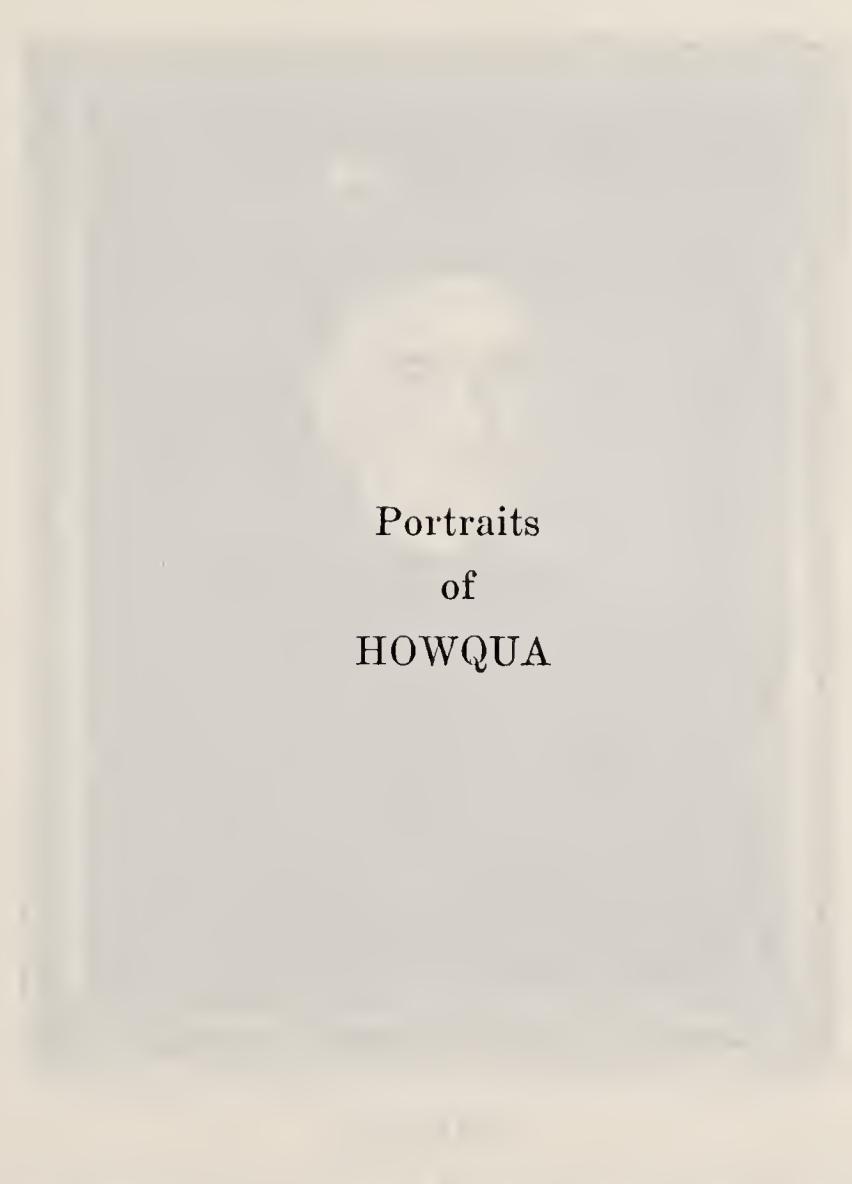
Sometime after he had arrived in China Captain Dean thus was to be joined in fellowship with these four congenial spirits, with whom to while away the passing hour in

tales of their experiences in the recently ended Revolutionary War, and of incidents encountered in their crossings of sea and ocean. One of them, Captain Thomas Truxtun, like Captain Dean, had been a commander of privateers against the British and had won fame in many naval exploits. Later, in the undeclared naval war with France in 1799-1800, he was to become commodore of the United States fleet and, aboard the *Constellation*, win renowned victories for which he received a gold medal and the thanks of Congress. On the *Hope* also came two others in August to join this circle; Major Samuel Shaw of Revolutionary fame and the first American to be appointed Consul to Canton; and "King" Isaac Sears, of note in the French and Indian and Revolutionary wars and a backer of Captain Dean's *Beaver* enterprise in 1776, who died in Canton in the following October. Fortunate it was for this little group that within its circle close companionship should be found, for to its seven members and their entourage the numerous English were cold in social intercourse.^{4, 18, 20, 45, 69}

During this season, embracing the latter half of 1786 and forepart of 1787, there rode here at anchor, at one time or another, these five American vessels together with twenty-nine flying the British flag and sixteen of other nationalities sailing to and from Europe, and twenty-three English ships hailing from India. Numbering seventy-three vessels in all, this was the largest fleet ever known until then in these waters in a single year. The resulting heavy demand for tea and other Chinese products drove up prices more than 25% above those of 1784, which would account, at least in part, for the inconsiderable profit that was to accrue to the *Experiment*'s co-adventurers.⁶⁹

Having made his peace with the leaders of the Hong merchants in Canton, it was necessary for Captain Dean to dispose of his cargo, which he was successful in doing, as shown in his accounts dated July 1st and September 28th, for the sum of \$7549½. Adding to this the cash for which he was to make an accounting, the amount available for the purposes of the voyage was \$27556⁶⁸96, the equivalent of some £11000 in New York currency at the rate of \$2⁶⁰ per pound.

From this fund cash was to be reserved for various ex-



Portraits
of
HOWQUA



HOWQUA

As known to Captain Dean, from a portrait owned by Miss Elizabeth Russell Dean of Ann Arbor, Michigan.



HOWQUA

In his later years, from a portrait by George Chinnery, R. H. A., published in the "International Studio," November, 1920.

penses, leaving \$20,989, the equivalent of say £8400, for the purchase of the return cargo, made up as follows:

300	chests	of	Hyson	tea			
8	"	"	best	Hyson	tea		
100	"	"	Souchong	tea			
26	"	"	China	tea	cups	and	saucers
5	"	"	breakfast	china			
80	bales	"	Nankeens				

It would appear, therefore, that the cost of the outbound cargo, listed at £8860, was somewhat in excess of that of the return cargo, £8400, thus making it necessary that enough should be realized from the sale of the latter in New York to make up for the shortage, defray the cost of the sloop and its portage, and yield a profit to the owners.

His business in Canton completed, Captain Dean took sail for home on or about December 10th. He carried with him not only his ship and crew intact and the evidences of accomplishment of the errand on which he had embarked, but what was even more, in the larger interests of his country, the friendship of the Cantonese Hong merchants with whom he had had dealings. The evidence of this lies in the life-long mutual regard that was cemented between him and their leader, Howqua. Born in 1769 and dying in 1843 the name of this Chinese gentleman—and gentleman he was in the highest sense—became a household word in the families of many of the Americans who had dealings with him and prized his probity and generosity. His portrait was taken back to America by Captain Dean, on this or more probably on one of his later voyages, to continue to this day to grace the walls of one of the Dean descendants, and to be the subject of the conversation of others of them who hold to these memories of the past.^{13, 14, 17, 20, 27, 45, 46, 53, 67, 72}

In the retracing of his steps west of the Cape of Good Hope the course followed by Captain Dean was not the same as the one by which he had come. Bearing more to the south he stopped at St. Helena on March 6th for provisions—three pigs and twelve fowls—and then across to St. Eustatia in the West Indies, near where he had sailed on the privateer *Nimrod* five years before. Here on April 5th he again took on provisions, and then departed for New York, where he

arrived on Sunday, April 22,* 1787, after a passage of four months and twelve days. The *Experiment* had thus averaged one hundred knots daily, a speed of which the later breed of clipper ships under similar conditions might well be envious.

The arrival of the *Experiment*, welcomed it is said by at least two-thirds of the citizens of whom very few had expected its return,⁴⁷ has been picturesquely described in these words by one of the multitude who flocked to the wharf to extend their greetings:⁸

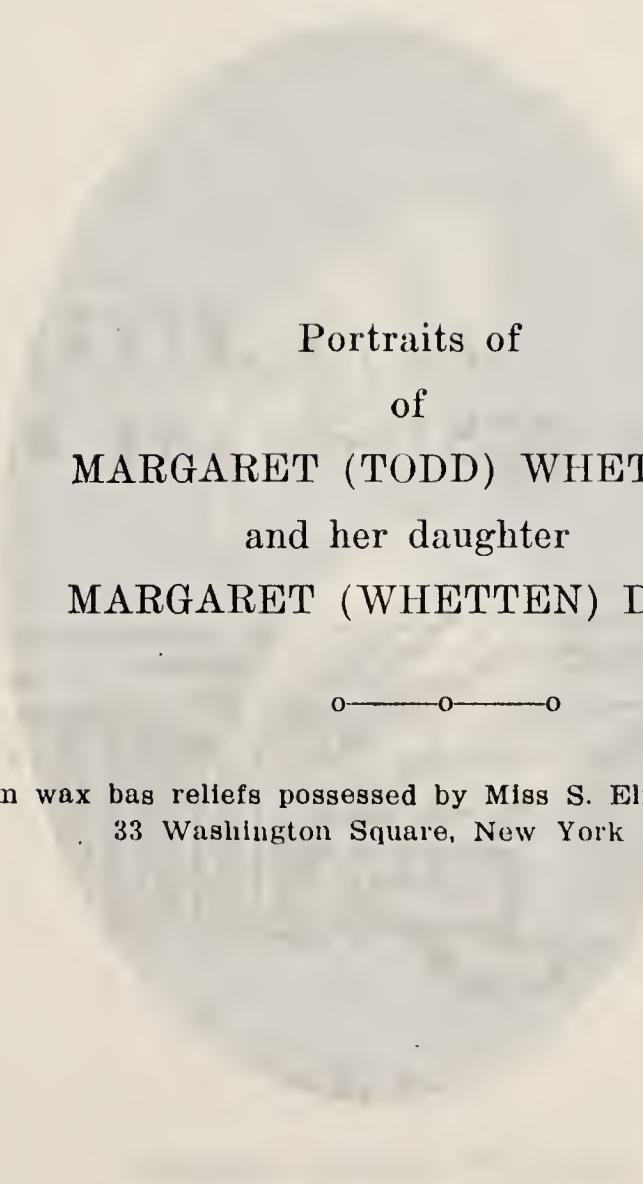
Everything on the ship was conducted in the man-of-war style. Martial music and the boatswain's whistle were heard on board, with all the pomp and circumstance of war, which at that early period of our commercial marine, was doubtless considered very imposing.

In the *New York Journal and Weekly Register* of April 26, 1787, it was reported that:

The *Experiment* on her arrival saluted the city by a discharge of 13 rounds. At the discharge of the last round one of the crew was unfortunately wounded by the match being applied before he had fully charged the piece, but we are assured that he will soon be recovered and that happily without the loss of limbs.

So came to an end a voyage which in truth was epic. It remained now for Captain Dean to render an account of his stewardship and the closing of its affairs. Meetings of the owners were held on April 25th and May 2nd; the *Experiment* was sold at auction on or about May 3rd to one "Elder," from which the sum of £742-19-0 was realized; and the receipt of the "balance of all demands against the Sloop *Experiment*," amounting to £888-5-0, was acknowledged by the owners respectively on May 8, 1787. This return, if it was all that the owners netted on an investment of £11430 made a year and a half before and assumed in the end to have been repaid them, cannot be considered other than grossly inadequate for such a risky venture. According to de Crevecoeur, in the account he has given of his journey up the Hudson just before 1789, Captain Dean on that occasion told him that "if the Chinese duty at Canton had only re-

*One source of information gives this date as April 20.71



Portraits of
of
MARGARET (TODD) WHETTEN
and her daughter
MARGARET (WHETTEN) DEAN

o—o—o

From wax bas reliefs possessed by Miss S. Elizabeth Crofoot,
33 Washington Square, New York City



Margaret (Todd) Whetten
1739 - 1809



Margaret (Whetten) Dean
1760 - 1851

quired a sum in proportion to the size of his boat he would have made an advantageous voyage.”¹⁰ The inflated prices that had to be paid for tea and other products in Canton, of which mention has been made, must have had their part in this. It is to be hoped that the honor won, and the satisfaction of having been pioneers in the establishment of the nation’s foreign trade, more than compensated the adventurers for their monetary disappointment if such they suffered.

1912556

Attendance to the business side of the enterprise was not alone of pressing moment. The members of the crew, of course, sought the welcoming arms of their families from which for a year and a half they had been absent. With Captain Dean there was to be a friendly reunion with his co-adventurers, no doubt at the hospitable board of the Coffee House. Visits, too, were to be paid at the home of his first mate, where it is very likely that he met not only John Whetten’s sister, Margaret, to whom he was to be married in the Dutch Reformed Church on the 4th of the following October, but also her mother, Mrs. Whetten; her sisters, Mrs. Henry Brevoort and Mrs. Michael Bull (of Hartford, Conn.); her brother, William; her aunt, Mrs. John Jacob Astor, and her uncle, Adam Todd.

Captain Dean’s return to his home city of Albany was warmly welcomed by his fellow citizens who, in his honor, later changed the names of Dock and Water streets to Dean Street, as evidenced in part by formal action to that effect by the City’s Common Council on November 6, 1826, and by the records of the city engineer. Recognitions like this have been similarly bestowed in honor of such shining lights as Montgomery, Lafayette and Clinton, whose names adorn the more important streets of Albany. Years afterward, in 1844, Dean Street was metamorphosed when the route of the Mohawk and Hudson Railroad was extended “down the Tivoli creek into the heart of the city, to the Maiden lane depot and the Boston Ferry;” and still later, in 1899, when it was witness to the expansion and improvement of the railroad terminal and bridge across the Hudson River under the direction of the one* who pens these lines.^{26, 47, 67}

*To him it fell to name the station Dean, just north of St. Joseph, Missouri, in honor of his forefather, when the line now known as the Chicago, Great Western Railway was extended southerly from Des Moines, Iowa, circa 1887.

Out of the voyage to China, well named famous, Stewart Dean was thus to gain glory and a second wife to bless his future years; also a widened circle of friends of Dutch and English and Chinese blood to light him on his way after the fires of revolution had quieted down.

Chapter VI

MIDDLE LIFE and CLOSING YEARS

The drama in which Stewart Dean was playing his part as he entered his meridian in the spring of 1787, was changing from one of tragedy and daring, with its colorful high lights of great events, to the less striking one of nation-building. He was to put behind him the tumults and hazards of wartime and its aftermath and devote his maturing years to civic duties and the raising of a growing family and its support.

His home city was still inhabited mainly by descendants of the Dutch, whose customs and national prejudices, though softening, were far from being forgotten. The use of the English language was increasing and promised within less than a half century to supplant the Dutch, then to become unknown as a spoken tongue. The rapidly growing population was second only to that of the city of New York. The dwellings, numbering some six hundred, were as yet in large part of the old bespouted Dutch gothic model, principally of one-and-a-half story gable-ended brick; but they were in course of being modernized and in many instances were even "elegant." The families of means lived extremely well; the poor often lacked necessities. Cleanliness as of old reigned within the house, but without the streets were still muddy except where paved. Trade was looked upon as "immense" and sharply on the up-grade, served as it was by a numerous fleet of vessels on the Hudson navigating to and from New York.^{47, 64, 65}

It was to his home in this bustling place that Captain Dean took his wife of English descent some time after their marriage in October. Here awaited him his daughter, Maria, by now nine years of age, and the many friends and neighbors of Dutch descent with whom he had cast his lot before the outbreak of the Revolutionary War. With him he took pieces of costly damask silk brought from Canton on order for his neighbors or for family gifts, and also thirteen sets

of chinaware, "to order," for those who could afford them and "thought proper to indulge in such luxuries."

The exact date of this return to Albany for good is shrouded in doubt, as it was on October 22, 1787, that a move in New York City was made by himself and nine others of his old co-adventurers to repeat their previous venture. Estimates were made of the possible profits of the enterprise, ranging from £9295, should a brig of 150 tons be employed, to £10529 should the *Experiment* be re-employed. It would appear from the records that the old sloop was repurchased and again sold at auction in December. There is nothing to indicate that anything came of this move, and so it is to be inferred that Captain Dean was ensconced in his Albany residence with his little family in the latter part of 1787 or early part of 1788. There is evidence of this in the birth there of his daughter, Margaret, on September 7, 1788.⁶⁷

It was but natural that Stewart Dean now should turn his hand to river navigation. The post of captain of a Hudson River passenger sloop, with its great width of beam affording excellent accommodations, was one of dignity and public service. In the words of Washington Irving, at a later day, "they [the captains] were the means of communication between separated friends and families. On the arrival of one of them at either place, he had messages to deliver and commissions to execute which took him from house to house . . . the captains of Albany sloops were personages of more note in the community than captains of European packets or steamships at the present day." The 330-mile journey from Albany to New York and return was made, under favorable conditions, in but little more than four days, of which one-and-a-half days were spent in the latter city. Sixty-six hours of running time, at an average speed of say five miles per hour, was a remarkable performance for a sailing vessel that had to cope with swirling currents, head winds and tides in narrow channels. With a combination of these adverse conditions in days of stress the round trip journey would take nearly twice as long or more. Captain Dean had close family ties in both places, having the promise of lengthy stay-overs; there were more reasons than one why he should embark on this peaceful venture.^{31, 47}

That this actually came about is born witness to in Hector St. John de Crèvecoeur's famous account of "An

Eighteenth Century Journey through Orange County" prior to 1790¹⁰, presumably in 1789.* In it we are told of the voyager's journey "for seventy-five miles" by water from New York to New Windsor in "a beautiful sloop of ninety tons," the *Experiment*, of which the cabin "of unusual size" was "furnished in Chinese style, lighted by candles from the same country, each one enclosed in its glass bowl." New Windsor, by the way, situated on the west shore of the Hudson near Newburgh, had been the site of Washington's headquarters only a few years before and a witness of many dramatic happenings in the Revolutionary War. The reported conversation of the navigator on this occasion, Captain Dean, betrayed on his part a deep knowledge of the history, physical attributes and scenic charm of the stately stream expressed in language enriched by classical allusions and a sprightly fancy that peopled the shores and mountains with children of the imagination. The traveler, too, was entertained by the navigator's account of his recent voyage to China in this self-same sloop, and, among other things, by his remark that "If I were a farmer (and I navigate only to become one some day), I would prefer to live here [the interior of the mountain valleys neighboring West Point] rather than in the counties of Dutchess and Columbia." These fertile counties bordering the river banks would seem to have been more appealing to the agriculturist, though less elevating to the spirit, than the rugged regions aspired to by the *Experiment*'s commander destined never to realize his dream.

About this time, or a little before, Captain Dean became the father of the first child by his second marriage, Margaret, on September 7, 1788, and of his son, Abraham, on August 30, 1790.^{48, 55, 67} His household, as shown in the First Census of the United States, 1790, consisted of himself and wife and three others—presumably his daughters, Maria and Margaret, and his son, Abraham.⁷⁴

The household, too, included three slaves, as had been the custom with both the Dutch and English from earliest times. In every state of the Union, excepting Vermont and

*This presumption is based on the recorded transfer of ownership of the *Experiment* to another owner, Elias Nexson, under the command of Captain William Nexson, on or before October 10, 1789.²⁴ The new owner had been one of the subscribers to the Canton venture, of which mention has been made.

Massachusetts and the district of Maine, slavery was in vogue, though increasingly abhorrent to those whose enthusiasm for liberty had been quickened by the Revolution. In Albany, where the lives of the slaves were spent as servants in the homes and rarely if ever in the fields, their lot under the circumstances was said to be a happy one. By 1799, however, an emancipation act was passed in New York and the number of slaves in that state, according to the Census, gradually dropped from 21,193 in 1790 to 10,088 in 1820, and then to a mere 4 in the last year of reported holdings, 1840. Stewart Dean, in owning his, was following the custom of his times.^{23, 75}

It is interesting to make note of the names of those to whom Captain Dean was a neighbor in Albany's "Third Ward" in the year 1790, and with whom he had been associated in war days and as co-adventurers in the opening of tea trade with China. Among them were Gerrit Groesbeck, the Lansings, General Abraham Ten Broeck, whose residence like that of Captain Dean was on Arbor Hill,³² Dr. Samuel Stringer, Leonard Gansevoort, Jun^r, Abraham Yates, Jun^r, Teunis T. Van Vechten, Jacob Van Dusen (Van Densen), and Abraham Eights.⁷⁴ It was in this year that Stewart Dean was instrumental with four others in the mapping of North Market Street (now Broadway) between Steuben and Columbia streets.

Of the details of Captain Dean's several voyages to China, reputed to have been several subsequent to the one best known to fame,⁴⁷ there is little of public record. It would appear that they took place during the 1790's, in which period three of his daughters were born, Jane in 1793, Sarah on June 2, 1794, and Eliza in 1796. According to family tradition he was accompanied on one of these voyages by his son Abraham when seven years old, which would make its date 1797. The story runs that Howqua on this occasion took a great liking to Abraham, led him into the forbidden confines of the walled city of Canton, and returned him to his father in a complete Chinese outfit and accompanied by a boy servant, who was ever with his master until the latter's death at sea long after when a captain in his thirty-first year. In corroboration of this account we have the testimony of Professor James C. Watson, who was sent to China under the auspices of the U. S. Government to observe the

transit of Venus. On his return in 1875 he told of a portrait of an American, with a boy standing beside him, which he had seen hanging on the wall of the reception room of the Howqua home surrounded by portraits of the ancestors of that renowned family. It has been believed in the Dean family that this was a portrait of Stewart and his son, Abraham, that had been exchanged for the one of Howqua of which mention has been made in a previous chapter. In any event history says that Captain Dean made several voyages to China, during which Howqua's favorable opinion had so grown as to accustom him to sending "over a chest of black tea occasionally for the captain, long after the latter had discontinued his voyages."⁴⁷

The opening of the nineteenth century brought in its train several momentous events in the life of Captain Dean. To him was born his son, Stewart, on April 20, 1800.⁶³ Just before this his daughter, Maria (Mary), had been married to Hermanus Philip Schuyler, and their daughter, Mary Ann (Marianna), Captain Dean's first grandchild, was born on July 27, 1800. The son-in-law was of a notable family in the community.^{26, 48, 59} His father was a second cousin of the famous General Philip Schuyler and he a third cousin of the latter's daughters, who were the wives of Alexander Hamilton and Stephen Van Rensselaer. Hermanus was to make his mark, as he became sheriff of Albany County in 1800⁴⁷ and chamberlain of the city of Albany for many years;²⁶ also a member of the city's common council, as was Captain Dean in 1805.⁵⁶

As the years went on it is to family events that the recorder may look for outstanding experiences in Captain Dean's long life. On November 3, 1802, his son, William, was born to him, then Henry on April 6, 1806, who died young, and Henry George on December 15, 1807.⁶³ Sorrow brought by death came to him in the loss of his wife's mother, Margaret (Todd) Whetten, on April 21, 1809, whose devotion to the patriots' cause in New York City, emanating from her home known as "Rebel Headquarters" during the Revolutionary War, had thrice won for her the thanks of Washington;^{21, 67} then of his eldest daughter, Mary (Maria) Schuyler, on December 28, 1810;⁴⁸ and again of his sons, Abraham, a sea captain, and Henry George circa 1821, the former while homeward bound from China on the brig *En-*

terprise and the latter while with his brother abroad.⁶⁷ The marriages of his remaining daughters came in their turn—Margaret on May 5, 1814, to Roderick Sedgwick of the celebrated Stockbridge, Massachusetts, family; Jane Ann to Erastus Clark, a leading merchant of Lima, New York; Eliza on August 22, 1818, to Francis Bushnell Fitch, a descendant of Thomas Fitch, who was one of the earliest settlers of Norwalk, Connecticut; and Sarah on September 17, 1822, to Lodowick Champlin Fitch, believed to have been a descendant of the Reverend James Fitch, first minister of Norwich, Connecticut, and a brother of Thomas of Norwalk.⁶⁷ Two of his sons also became married, William to Eliza Hand of New Lebanon, New York, and Stewart to Isabelle—of Edenton, North Carolina.⁶⁷ It was on October 13, 1822, that his son-in-law, Hermanus Schuyler, passed away.^{26, 48} The old home circle was fast narrowing, though many grandchildren, numbering thirty-one in all, were added one by one to the firesides of his children. It would appear that he gave up his Albany home to live elsewhere with his children some time after the opening of the century's third decade.

Captain Dean's days of action now were drawing to an end. As he approached his seventy-ninth year, in 1826, his son-in-law's cousin, Catharine M. Sedgwick, the author of *Redwood*, wrote of him as "surrounded by his grandchildren, recounting his imminent dangers and hair breadth 'scapes to a favorite boy, while the nimble fingers of rosy-cheeked, bright-eyed little girls were employed in making sails for a miniature ship which the old man had just completed." Her prayer was that "God grant gentle breezes and a clear sky to the close of his voyage of life." This prayer was to come true after 1830¹⁶ in the company of his children in Lima, New York, and in the city of New York, where he died on August 4,* 1836, in the home of his son-in-law, Roderick Sedgwick, at 9 Lispenard Street in his 89th year.^{8, 26, 47, 48} His remains were laid away in the Devoe and Marvin underground vault in the ancient New York Marble Cemetery situated in the rear of the lofty buildings at the northwest corner of 2nd Avenue and 2nd Street in lower Manhattan. On the high brick wall that surrounds this smooth sheltered green, unmarred by monuments, is a commemorative bronze

*This date, August 4, is the one given in the *New York Commercial Advertiser* and *The Evening Post* of August 5, 1836; the Albany press gave it in error as August 5.

tablet that bears this legend**:

In Memory of
STEWART DEAN
of
Albany, N. Y.

Born in Somerset County, Maryland

July 4, 1748

Died in New York City

August 5,*** 1836

Commander of the privateers Beaver and Nimrod and Commissioner for Conspiracies of the State of New York during the Revolutionary War, and Captain of the sloop Experiment, early engaged in the opening of commerce with China from 1785 to 1787

(Vault No. 63)

Captain Stewart Dean had thus made his mark on the sands of time and left to those of his blood who were to follow him a heritage of duty well done. In their passing on of his name from generation to generation in one form or another, his fame as a man of honor and accomplishment is kept bright and a spur to high endeavor.

Margaret Whetten, the wife of Stewart Dean for nearly fifty years, survived him until December 21, 1851, when at the ripe age of 91 she died in the arms of her children in Lima, New York, where her ashes lie.⁶⁷ At least two of their grandchildren, whose existence began in the 1820's and ended a century or more later in the 1920's, were living links between those who flourished during and after the French and Indian War while our free institutions were in the making, and those who now strive that the work of the nation's founders, amended and improved as befit the times, "shall not perish from the earth." That success may crown such efforts is the earnest prayer of the writer of this memoir, a descendant of Stewart Dean.

**Adjoining this tablet is another inscribed thus: "In Memory of ELIZA WHETTEN FITCH, Daughter of Captain Dean and Margaret Whetten, his wife, and Wife of Francis Bushnell Fitch. Born in Albany, N. Y., in 1796. Died in New York City March 18, 1838." The ashes of both father and daughter rest side by side, these tablets in their memory having been placed in March, 1916, by one of their descendants, the author, who for many years continued to be one of the cemetery's trustees.

***Correct date was August 4, 1836; see footnotes, pages 2 and 42.

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GENEALOGY

INDEX

	Pages
Stewart and Margaret (Whetten) Dean and their 12 children, 6 leaving no descendants (Index)	50
Mary (Dean) Schuyler and her Schuyler, Vredenburgh, Gallup, Joslin descendants	51
Margaret (Dean) Sedgwick and her Sedgwick, Heine, Berend, Hanfstaengl, Norton descendants.....	52
Jane Ann (Dean) Clark and her 6 children (Index)	53
Henry Dean Clark and his Clark, Cordley, Wright descendants	54
Frances Whetten (Clark) Miller and her Miller de- scendants	55
Erastus Clark, Jr., and his Clark descendants.....	56
Jane Eliza (Clark) Draper and her Draper, Nutt de- scendants	57
Margaret Stuart (Clark) Miller and her Miller, Thorne, Thompson, Dougherty descendants.....	58
Edgar Kierulff Clark.....	59
Sarah (Dean) Fitch and her Fitch, Crofoot, Adams, Morris, Wil- liams, Evans descendants.....	60
Eliza (Dean) Fitch and her 6 children (Index)	61
Charlotte (Fitch) Hume and her Hume, Weed, Rorke, Andrews descendants	62
Margaret (Fitch) Woodcock and her Woodcock, Wil- gus descendants	63
Francis Fitch and his Fitch, Andrews, Johnson, White, Toms, Price descendants.....	64
Eliza (Fitch) Clark.....	53
Sarah (Fitch) Waterbury and her Waterbury de- scendants	65
William Whetten Dean and his descendants.....	66
Genealogical Addenda	67, 68, 69

NOTE

Data given is incomplete and in some instances of doubtful authen-
ticity. It is hoped that in time the missing information will be supplied
and possible errors brought to light.

STEWART AND MARGARET (WHETTEN) DEAN AND THEIR 12 CHILDREN

FIRST GENERATION

SECOND GENERATION

		See Page
By 1st Marriage	Mary (Maria) (1778-1810), m. Hermanus Philip Schuyler.....	51
	Anthony (1780-), died young.....	—
	Pieter (1783-), died young.....	—
Stewart Dean		
B. Somerset Co., Md., July 4, 1748; D. N. Y. City, Aug. 4,* 1836.	Margaret <i>Stewart</i> (1788-1850), m. Roderick Sedgwick.....	52
(1) Married c. May 12, 1773, to Pietertze (Pyerte, Pietertje) Bratt	Abraham (Aug. 30, 1790-c.1821), a sea captain who died enroute	
B. Albany, N. Y. Sept. 12, 1756; D. Albany, N. Y., Oct. 23—Dec. 14, 1783.	from Canton	—
(2) Married Oct. 4, 1787, to	Jane Ann (1793-1852), m. Erastus Clark.....	53
Margaret Whetten	Sarah Stewart (1794-1878), m. Lodowick Champlin Fitch.....	60
B. New York City, Aug. 23, 1760; D. Lima, N. Y., Dec. 21, 1851.	Eliza Whetten (1796-1838), m. Francis Bushnell Fitch.....	61-65
By 2nd Marriage	Stewart, Jr. (Apr. 20, 1800-), m. Isabelle of Edenton, N. C. (no further record)	
	—	
	William Whetten (1802-1884), m. Eliza Hand.....	66
	Henry (Apr. 6, 1806-), died young.....	—
	Henry George (Dec. 15, 1807-c.1821), died abroad.....	—

*See footnote, pages 2 and 42.

Authorities: Bibliographical references 13, 15, 16, 25, 30, 41, 47, 48, 55, 59, 63, 66, 67, 73 and Hubert M. Sedgwick, Walter H. Clark, E. Dixon Williams and Mrs. Layson Enslow Atkins.

MARY (DEAN) SCHUYLER AND HER SCHUYLER, VREDENBURGH, GALLUP, JOSLIN DESCENDANTS—
(UNCORROBORATED)

FIFTH GENERATION

FOURTH GENERATION

THIRD GENERATION

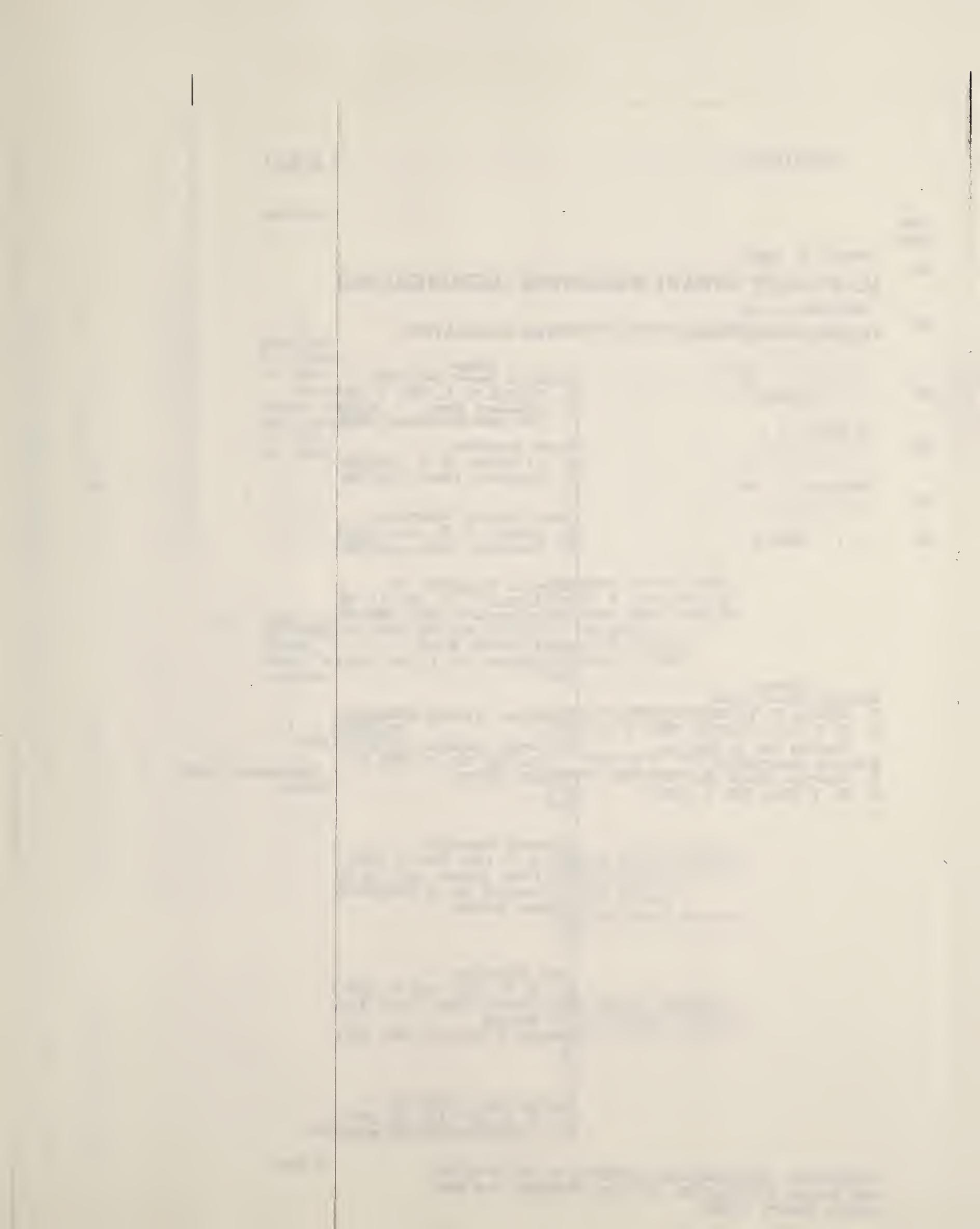
SECOND GENERATION

Mary (Maria) Dean
B. Albany, N. Y., Sept. 29, 1778;
D. Albany, N. Y., Dec. 28, 1810.
Married before 1800 to
Hermanus Philip Schuyler
B. Albany, N. Y., in 1769;
D. Niskayuna, N. Y., Oct. 13, 1822.

Mary Ann (Marianna) Schuyler
B. Albany, N. Y., July 27, 1800;
D. Nov. 14, 1881.
Married in 1824 to
John Varick Vredenburgh
B. Jamaica, L. I., Feb. 5, 1801;
D. Norwalk, Ohio, Dec. 28, 1890.

Mary Vredenburgh B. July 26, 1826; D. Feb. 13, 1855, at Married Apr. 26, 1846, to Richard D. Joslin B. D.	Mary Vredenburgh B. May 19, 1831; D. Married Jan. 6, 1868, to Emma Miller B. D.	Katherine Mary Vredenburgh B. Nov. 3, 1833; D. Nov. 22, 1883. Married Sept. 6, 1877, to Lutitia H. Vance B. D.	Katherine Maria Vredenburgh B. Nov. 6, 1836; D. Port Austin, Mich., May 28, 1863. Married June 20, 1860, to Caleb H. Gallup
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Authority: Bibliographical references 15, 26, 47, 48, 55, 59, 63 and E. Dixon Williams, whose mother, Elizabeth Clark (Fitch) Williams, is said to have gleaned the information from a magazine in 1876.



MARGARET (DEAN) SEDGWICK AND HER SEDGWICK, HEINE, BEREND, HANFSTAENGL, NORTON DESCENDANTS

SECOND GENERATION

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Stewart
Margaret *Stuart* Sedgwick
B. Albany, N. Y., Mar. 5, 1815;
D. *Salisbury, Conn.* ^{c. 1890}
Bay Ridge, Brooklyn, N.Y. Feb. 27, 1891

Sarah Sedgwick
B. At Albany, N. Y., July 13, 1817;
D. *Salisbury, Conn.*, Nov. 20, 1907.

Mary Schuyler Sedgwick
B. Albany, N. Y., July 13, 1819;
D. *Salisbury, Conn.*, Apr. 12, 1912.

Roderick Sedgwick, Jr.
B. Albany, N. Y., Jan. 14, 1822;
D. Indianapolis, Ind., Dec. 30, 1873.
Married Apr. 18, 1858, to

Sarah Justina Ritch
B. Milltown, N. Y., Oct. 18, 1824;
D.

Katharine Whetten (Watson?) Sedgwick
B. ^{Mar.} 24, 1824;
D. Berlin, Germany, Nov. 22, 1859.
Married Oct. 9, 1858, to

Wilheem Heine
B.
D.

Elizabeth Sedgwick
B. N. Y. City, Feb. 6, 1826;
D. Paris, France, Apr. 11, 1866.
Married Oct. 9, 1854 (or Apr. 12) to
Berman Berend
B.
D.

John Sedgwick
B. N. Y. City, June 2, 1829;
D. Norfolk, Conn., Sept. 11, 1897.
Married to
Harriet S. Hunter (Mrs. Gray)
B.
D.

George Henry Sedgwick
B. N. Y. City, Jan. 31, 1832;
D. Shortly after Battle of Antietam, where wounded.

Margaret Stuart Sedgwick
B. N. Y. City, Apr. 25, 1859;
D. Iowa City, Iowa, Feb. 22, 1940.
Married to
Henry W. Norton
B. Jan. 29, 1837;
D.

Katharine Wilhelmina Heine
B. Nov. 8, 1859; living probably in Germany;
D. ^{Married in Germany to}
Edgar Hanfstaengl of Munich, Bavaria
B.
D.

William Berman Berend
Roderick Sedgwick Berend
Isabella Berend
Edward Berend
Margaret Stuart Berend
All residing
in
Paris, France

John Hunter Sedgwick
Harriet Hunter Sedgwick
Rachel Hunter Sedgwick

Margaret Sedgwick Norton* (1895-)
Frances Close Norton (1897-)

Edgar Hanfstaengl (1883-)
Ejon Hanfstaengl (1884-1915)
Erna Hanfstaengl (1885-)
Ernst Frantz (Sedgwick) Hanfstaengl (1887-)
Erwine Hanfstaengl (1888-1914)

*Mrs. Emory Wilson Lane

JANE ANN (DEAN) CLARK AND HER SIX CHILDREN

SECOND GENERATION

Jane Ann Dean
 B. Albany, N. Y., 1793;
 D. Lima, N. Y., July 29, 1852.
 Married to
 Erastus Clark
 Son of Asa and Jemima Clark
 B. Feb. 10, 1792;
 D. Lima, N. Y., July 29, 1852.

THIRD GENERATION

	See Page
Henry Dean Clark (1822-1862), m. Nancy Elizabeth Jones	54
Frances Whetten Clark (1823 or 1824-1918), m. Anthony Gale Miller.....	55
Erastus Clark, Jr. (1825-1911) m. (1) Eliza Jane Fitch (2) Elizabeth Gates Hazen.....	56
Jane Eliza Clark (1827-), m. John C. Draper	57
Margaret Stuart Clark (1829-), m. Wm. Henry Stothoff Miller.....	58
Edgar Kierulff Clark (Jan. 3, 1836-)....	59

Authorities: Bibliographical references 15, 30, 67, 73 and
 Walter Hazen Clark, E. Dixon Williams, Henry Fitch
 Clark, Mrs. Layson Enslow Atkins and **Who's Who in
America**, 1930-31, page 518, and 1932-33, page 527.

HENRY DEAN CLARK AND HIS CLARK, CORDLEY, WRIGHT DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Jenny Dean Clark	B. Lima, N. Y., Nov. 19, 1853; D. N. Y. City, Oct. 17, 1911. Married Apr. 18, 1875, to	Clark Minta Cordley (1882-1882) Agnes Minta Cordley* (1885-)
Frank Rogers Cordley	B. Randolph, Mass., Mar. 19, 1854; D. Pennington, N. J., June 22, 1939.	
Edgar Erastus Clark	B. Lima, N. Y., Feb. 18, 1856; D. Pasadena, Calif., Dec. 1, 1930. Married (1) Sept. 1, 1880, to	Frank Cordley Clark (1881-1941) Elizabeth Marion Clark** (1883-) Marshall Edgar Clark (1884-) Florence Clark*** (1885-1927) Helen Hazel Clark**** (1893-) Mary Barnes Clark† (1913-) Edgar Erastus Clark, Jr. (1914-)
Lovenia Jenkins	B. Cedar Rapids, Iowa, Nov. 7, 1903. D. Married (2) June 28, 1911, to	
Henry Dean Clark	B. Lima, N. Y., Mar. 16, 1822; D. Lima, N. Y., 1862. Married July 10, 1850, to	Agnes English Barnes B. Mt. Pleasant, Ala., Jan. 23, 1880; D. Pasadena, Calif., July 4, 1940.
Nancy Elizabeth Jones	B. Dec. 9, 1823; D. Austin, Minn., Feb. 21, 1926.	Henry Wheaton Clark B. Lima, N. Y., May 9, 1858; D. Married Mar., 1892, to
		Edith May Christie B. Austin, Minn., Oct. 12, 1868; D.
Agnes Elizabeth Clark		Agnes Elizabeth Clark B. Lima, N. Y., Feb. 7, 1861; D. Austin, Minn., Sept. 10, 1931. Married 1885, to
		Arthur Winfield Wright B. Saybrook, O., Sept. 17, 1861; D. Austin, Minn., Mar. 30, 1927.

*Mrs. Charles Herbert Parsons, Jr.

**Mrs. Leroy Albert Kling

***Mrs. Perry Rex Harbert

****Mrs. Layson Enslow Atkins

†Mrs. Cornelius Carnright Chavelle
‡Mrs. Arthur Marschner.

FRANCES WHETTEN CLARK AND HER MILLER DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Frances Whetten Clark
B. N. Y., Dec. 29, 1823, or Aug. 29, 1824;
D. Cambridge, Mass., Sept. 19, 1918.
Married in 1845 to
Anthony Gale Miller
B. Mt. Morris, N. Y., 1820;
D. Albion, N. Y., 1868.

Stuart Clark Miller
B. Lima, N. Y., Aug. 31, 1848;
D. Cambridge, Mass., Aug. 20, 1930.
Married Dec. 13, 1876, to
Emelie Lucy Berwick
B. Cambridge, Mass., 1905.
Alice Gale Miller
B. Mt. Morris, N. Y., 1852;
D. Brooklyn, N. Y., 1906 (Jan.).

Stuart Berwick Miller (1877-)
Malcolm Dean Miller (1879-1940)
Mildred Anderson Miller (1881-)
Lawrence Gale Miller (1887-)

ERASTUS CLARK, JR., AND HIS CLARK DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Erastus Clark, Jr.	Stuart Dean Clark B. Nov. 17, 1853.	Laurence Clark, Jr. B. Nov. 3, 1857; D. In 1932.	Laurence Clark, Jr. Natalie Clark
By 1st Marriage	Henry Fitch Clark B. Buffalo, N. Y., June 6, 1863; D. Married June 11, 1889, to Katherine Jane Clark B. Mar. 26, 1869; D.	Hamilton Rosa Clark (1891-1918) Roger Colegrove Clark (1897-1898) Philip Colegrove Clark (1900- Helen Elizabeth Clark (1905-)	Hamilton Rosa Clark (1891-1918) Roger Colegrove Clark (1897-1898) Philip Colegrove Clark (1900- Helen Elizabeth Clark (1905-)
Erastus Clark, Jr.	Walter Hazen Clark B. Buffalo, N. Y., Dec. 15, 1865; D. Married June 9, 1896, to Estelle Bolmer B.	Walter Hazen Clark B. Buffalo, N. Y., Dec. 15, 1865; D. Married June 9, 1896, to Estelle Bolmer B.	Walter Hazen Clark B. Buffalo, N. Y., Dec. 15, 1865; D. Married June 9, 1896, to Estelle Bolmer B.
By 2nd Marriage	Auzella Clark B. Buffalo, N. Y., Apr. 25, 1873; D. Feb. 9, 1874.	Auzella Clark B. Buffalo, N. Y., Apr. 25, 1873; D. Feb. 9, 1874.	Auzella Clark B. Buffalo, N. Y., Apr. 25, 1873; D. Feb. 9, 1874.
Elizabeth Gates Hazen	Dean Clark B. Buffalo, N. Y., Apr. 4, 1876.	Dean Clark B. Buffalo, N. Y., Apr. 4, 1876.	Dean Clark B. Buffalo, N. Y., Apr. 4, 1876.
B. Elyria, O. D. Plainfield, N. J., May 25, 1906.	D. Married Sept. 20, 1900, to Josephine Newell B. Savannah, Ga.; D.	D. Married Sept. 20, 1900, to Josephine Newell B. Savannah, Ga.; D.	D. Married Sept. 20, 1900, to Josephine Newell B. Savannah, Ga.; D.

* Mrs. Wallace Sage Roberts
** Mrs. William Milne Barker

JANE ELIZA CLARK AND HER DRAPER, NUTT DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Jane Eliza Clark
B. Aug. 10, 1827;
D. 1852.
Married 1848 to
John Cronies Draper
B. 1825;
D. Rye Beach, N. H., Oct., 1912.

Jenny Clark Draper
B. Canandaigua, N. Y., Sept. 25, 1849;
D. Winchester, Mass., Aug. 15, 1921.
Married Oct. 2, 1878, to
Noel Byron Nutt
B. Eastport, Maine, July 22, 1849;
D. Winchester, Mass., Dec. 29, 1924.

Marguerite Draper Nutt* (1881-
Elsie Clark Nutt (1883-
Carolyn Draper Nutt** (1885-
)

*Mrs. Frank Woodbury Jones
**Mrs. William Henry Gilpatric

MARGARET STUART CLARK AND HER MILLER, THORNE, THOMPSON, DOUGHERTY
DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Mary Stuart Miller			
B. Mar. 24, 1856;			
D. 1938.	[No children		
Married in 1881 to			
Fredric Lewis Thorne			
Harry Harrison Miller			
B. St. Louis, Mo., 1859;			
D. 1940.	[No children		
Married	to		
(1) Margaret Driscoll			
(2) Clara Slater			
Margaret Stuart Clark			
B. July 5, 1829, in Lima, N. Y.;			
D. June 27, 1911.			
Married	1855 to		
William Henry Stothoff Miller			
B. Little Falls, N. J., 1827;			
D. 1892.			
Married			
William Henry Stothoff Miller			
B. St. Louis, Mo., 1861;			
D. 1883 to			
George Alex Thompson			
Maud Miller			
B. St. Louis, Mo., 1862;			
D. (Date unknown.)	[No children		
Married 1905 to			
Charles Lyle Dougherty			
D. (Date unknown.)			
Donald Frazer Thompson (died in infancy)			
Marguerite Stuart Thompson (died in childhood)			
Helen Dean Thompson* (1891-)			

*Mrs. Harold Dennis.

EDGAR KIERULFF CLARK AND HIS CLARK
DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Edgar Kierulff Clark
B. Jan. 3, 1836;
D.

Married to

SARAIIS, MORRIS, WILLIAMS, EVANS DESCENDANTS

SECOND

FOURTH GENERATION

FIFTH GENERATION

1823;	Stewart Crofoot	
1836.	B. Pontiac, Mich., Dec. 30, 1850; D. Pontiac, Mich., Feb. 25, 1853.	
1825;	Charles M. Crofoot	
50.	B. Pontiac, Mich., Jan. 12, 1853; D. Rochester, Minn., May 14, 1929.	
1827;	Margaret Stuart Crofoot	Margaret Stuart Beryl Evans* (1886-)
	B. Pontiac, Mich., Nov. 22, 1854; D. Pontiac, Mich., Dec. 15, 1889. Married Sept. 12, 1882, to	
1828;	William James Evans	
	B. Port Nelson, Ont., Canada, Aug. 31, 1852; D. N. Y. City, Aug. 30, 1913 (Dobbs Ferry, N. Y., July 23, 1913?).	
	Louis Whetten Crofoot	
	B. Pontiac, Mich., 1857; D. Aberdeen, S. D., Sept. 21, 1934. Married Oct. 12, 1884, to	Margaret S. Crofoot** (1885-) Carrie M. Crofoot (1888-)
Sarah St	Carrie Evalyn Kerr	
B. Alba	B.	
D. Pont	D. Oct. 31, 1935.	
(1)		
Lodowic	Mary Fitch Crofoot	
B. Lym	B. Pontiac, Mich., Dec. 22, 1858;	
D. Wes	D. Pontiac, Mich., Apr. 4, 1925.	
1831;	Lodowick Fitch Crofoot	Edward Brooks Crofoot (1897-)
(2)	B. Pontiac, Mich., Oct. 9, 1865;	Virginia Crofoot*** (1900-)
N. Y., in	D. Married June 25, 1896, to	Lodowick Fitch Crofoot, Jr. (1902-)
	Mary Nash	David N. Crofoot (1908-)
	B. Apr. 25, 1875;	Michael Crofoot (1911-)
	D.	
	Sarah Elizabeth Crofoot	
	B. Pontiac, Mich., Sept. 30, 1867;	
	D.	
1833;	Amos Denison Williams, Jr.	
1838.	B. N. Y. City, Nov. 21, 1870;	
	D. Married Oct. 20, 1895, to	Stewart Dean Williams (1897-)
	Gertrude Beach	Herold Vernon Williams (1900-1920)
1836;	B. Syracuse, N. Y., Apr. 11, 1876;	
	D. Maplewood, N. J., Jan. 6, 1928.	
34;	E. (phraim) Dixon Williams	
1.	B. So. Orange, N. J., Apr. 12, 1872;	
	D. (1) Married Oct. 12, 1898, to	
	Mabel Louise Clarke	By 1st Marriage
	B. Jersey City, N. J., Mar. 11, 1876;	
	D. Nutley, N. J., Dec. 23, 1922.	
	(2) Married Sept. 22, 1926, to	
	Violet Edith Smith	
	B. Montreal, Que., Nov. 5, 1890;	
	D.	
(Sarah		
Authorit		
Lodowic.		

*Mrs. Mason Wilbur Gray

**Mrs. Eugene Bernard

***Mrs. Orville M. Hewitt

SARAH (DEAN) FITCH AND HER FITCH, CROFOOT, ADAMS, MORRIS, WILLIAMS, EVANS DESCENDANTS

SECOND GENERATION

Sarah Stewart Dean
B. Albany, N. Y., June 2, 1794;
D. Pontiac, Mich., Oct. 4, 1878.
(1) Married Sept. 17, 1822, to
Lodowick Champlin Fitch
B. Lyme, Conn., Feb. 9, 1788;
D. West Bloomfield, N. Y., Mar. or Apr., 1854.
(2) Married Ralph Hunt of Brooklyn,
N. Y., in Oct. or Nov., 1858, without issue.

THIRD GENERATION

Margaret Anne Fitch
B. W. Bloomfield, N. Y., July 19, 1823;
D. W. Bloomfield, N. Y., Nov. 14, 1836.

Stewart Dean Fitch
B. W. Bloomfield, N. Y., June 6, 1825;
D. Cassopolis, Mich., Sept. 26, 1850.

Lodowick Champlin Fitch, Jr.
B. W. Bloomfield, N. Y., Jan. 2, 1827;
D. Lewiston, Idaho, Sept. 22, 1864.

Ann Eliza Fitch
B. W. Bloomfield, N. Y., Oct. 28, 1828;
D. Pontiac, Mich., Feb. 13, 1910.
Married Oct. 29, 1849, to
Michael E. Crofoot
B. Florida, N. Y., Mar. 14, 1822;
D. Pontiac, Mich., May 11, 1884.

Mary Jane Fitch
B. W. Bloomfield, N. Y., Feb. 28, 1831;
D. N. Y. City, Apr. 7, 1902.
(1) Married Oct. 23, 1854, to
Abraham Adams
B.
D.
(2) Married to
Joseph H. Morris
B.
D. Monterey, Mexico, about 1900.

Isabella Fitch
B. W. Bloomfield, N. Y., Dec. 19, 1833;
D. W. Bloomfield, N. Y., Apr. 27, 1838.

Elizabeth Clark Fitch
B. W. Bloomfield, N. Y., July 9, 1836;
D. Miami, Fla., Jan. 22, 1915.
Married Dec. 24, 1860, to
Amos Denisou Williams
B. Stonington, Conn., June 30, 1834;
D. Stonington, Conn., Feb. 28, 1891.

(Sarah Stewart Dean was the second wife of Lodowick
Champlin Fitch)

Authorities: Bibliographical references 15, 30, and
Lodowick Fitch Crofoot and E. Dixon Williams.

p. 60

FOURTH GENERATION

Stewart Crofoot
B. Pontiac, Mich., Dec. 30, 1850;
D. Pontiac, Mich., Feb. 25, 1853.

Charles M. Crofoot
B. Pontiac, Mich., Jan. 12, 1853;
D. Rochester, Minn., May 14, 1929.

Margaret Stuart Crofoot
B. Pontiac, Mich., Nov. 22, 1854;
D. Pontiac, Mich., Dec. 15, 1889.
Married Sept. 12, 1882, to
William James Evans
B. Port Nelson, Ont., Canada, Aug. 31, 1852;
D. N. Y. City, Aug. 30, 1913 (Dobbs Ferry,
N. Y., July 23, 1913?).

Louis Whetten Crofoot
B. Pontiac, Mich., 1857;
D. Aberdeen, S. D., Sept. 21, 1934.
Married Oct. 12, 1884, to
Carrie Evalyn Kerr
B.
D. Oct. 31, 1935.

Mary Fitch Crofoot
B. Pontiac, Mich., Dec. 22, 1858;
D. Poutiac, Mich., Apr. 4, 1925.

Lodowick Fitch Crofoot
B. Pontiac, Mich., Oct. 9, 1865;
D. Married June 25, 1896, to
Mary Nash
B. Apr. 25, 1875;
D.

Sarah Elizabeth Crofoot
B. Poutiac, Mich., Sept. 30, 1867;
D.

Amos Denison Williams, Jr.
B. N. Y. City, Nov. 21, 1870;
D. Married Oct. 20, 1895, to
Gertrude Beach
B. Syracuse, N. Y., Apr. 11, 1876;
D. Maplewood, N. J., Jan. 6, 1928.

E. (phraim) Dixon Williams
B. So. Orange, N. J., Apr. 12, 1872;
D. (1) Married Oct. 12, 1898, to
Mabel Louise Clarke
B. Jersey City, N. J., Mar. 11, 1876;
D. Nutley, N. J., Dec. 23, 1922.
(2) Married Sept. 22, 1926, to
Violet Edith Smith
B. Montreal, Que., Nov. 5, 1890;
D.

FIFTH GENERATION

Margaret Stuart Beryl Evans* (1886-)

Margaret S. Crofoot** (1885-)
Carrie M. Crofoot (1888-)

Edward Brooks Crofoot (1897-)
Virginia Crofoot*** (1900-)
Lodowick Fitch Crofoot, Jr. (1902-)
David N. Crofoot (1908-)
Michael Crofoot (1911-)

Stewart Dean Williams (1897-)
Herold Vernon Williams (1900-1920)

Kathryn S. Williams (1899-)
Elizabeth Dixon Williams (1903-)
Ephraim Dixon Williams, Jr. (1905-)

*Mrs. Mason Wilbur Gray

**Mrs. Eugene Bernard

***Mrs. Orville M. Hewitt

ELIZA (DEAN) FITCH AND HER SIX CHILDREN

	See Page
Charlotte Selleck Fitch (1819-) m. Gilbert Langdon Hume.....	62
Margaret Whetten Fitch (1821-1923) m. Frederick Woodcock.....	63
Eliza Fitch (July 2, 1824—Mar. 4, 1826)	
Francis Stuart Fitch (1826-1926) m. (1) Eleanor Faulkner (2) Esther Lisette Oliver.....	64
Eliza Jane Fitch (1828-1863) m. Erastus Clark, Jr.....	53
Sarah Abigail Fitch (1830-1901) m. Frank Waterbury.....	65

Note: Francis Bushnell Fitch married (2) Catharine Riley, Nov. 16, 1839, by whom he had four children who left no descendants and who were not descended from Stewart Dean.

Authorities: Bibliographical references 15, 25, 67, and Mrs. William T. (Fitch) Andrews.

CHARLOTTE (FITCH) HUME, AND HER HUME, WEED, RORKE, ANDREWS
DESCENDANTS
(Missing Data Unobtainable)

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Gilbert Langdon Hume, Jr.
Died young.

Mary Ann Hume
B. Nov. 23, 1841;
D. Rockford, Ill., Apr. 14, 1922.
Married to
Elihu Mix Weed
B. Noroton, Conn., Apr. 1, 1837;
D. Mar. 17, 1915.

Eliza Whetten Hume
B. Brooklyn, N. Y., Mar. 19, 1846;
D. Buffalo, N. Y., Mar. 1, 1938.
Married Nov. 5, 1870, to
Benjamin B. Rorke
B. N. Y. City, May 5, 1838;
D. Los Angeles, Calif., Nov. 4, 1909.

Charlotte Selleck Fitch
B. July 30, 1819;
Married to
Gilbert Langdon Hume
B. Eng.
D.

Robert Hume
B. ; D.
Married to
Adelaide Meech
B. ; D.

Charlotte Selleck Hume
B. ; D.
Married to
Henry M. Andrews
B. ; D.

Benjamin L. Hume
B. ; D.
Married to
B. ; D.

Francis Hume
B. ; D.
Married to
B. ; D.

Mary Ann Hume
B. Nov. 23, 1841;
D. Rockford, Ill., Apr. 14, 1922.
Married to
Elihu Mix Weed
B. Noroton, Conn., Apr. 1, 1837;
D. Mar. 17, 1915.

Eliza Whetten Hume
B. Brooklyn, N. Y., Mar. 19, 1846;
D. Buffalo, N. Y., Mar. 1, 1938.
Married Nov. 5, 1870, to
Benjamin B. Rorke
B. N. Y. City, May 5, 1838;
D. Los Angeles, Calif., Nov. 4, 1909.

Robert Hume
B. ; D.
Married to
Adelaide Meech
B. ; D.

Henry Andrews, Jr.
Edward Andrews
John Andrews
Joseph Andrews
Mabel Andrews

Gilbert Hume
Charlotte Hume
Adelaide Hume
Helen Hume
Jessie Hume

Henry Andrews, Jr.
Edward Andrews
John Andrews
Joseph Andrews
Mabel Andrews

Margaret Weed (-)
Elihu Weed, Jr. (-)
Sarah Weed (-)
Gilbert Weed (-)
Kate Weed** (-)
Gertrude Weed*** (-)
Edward Weed (-)
Geraldine Weed (-)

Benjamin Hume Rorke (1872-1936)
Eliza Hume Rorke† (1878-)
Stuart Dean Rorke (1879-1929)
Francis B. Rorke (1882?-1887?)

Authorities: Bibliographical references 25, 67, and Mrs. William T. Andrews and Mrs. Edwin F. S. (Rorke) Rambo.

*Mrs. Frank Lyon

**Mrs. Sidney Dean Wilgus

***Mrs. Herbert Sedgwick Wilgus

†Mrs. Edwin F. Stockton Rambo

MARGARET (FITCH) WOODCOCK AND HER WOODCOCK, WILGUS DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Margaret Anne Woodcock	Frederick Alfred Wilgus (1862-1866)
B. Brooklyn, N. Y.. Feb. 10, 1841;	Helen Lavinia Wilgus (1863-1866)
D. Buffalo, N. Y., Mar. 4, 1913.	William John Wilgus (1865-1868)
Married Mar. 21, 1861, to	Eliza Fitch Wilgus (1868-1868)
Frank Augustus Wilgus	Leonard Waldo Wilgus (1869-1939)
B. Buffalo, N. Y., Oct. 22, 1837;	Sidney Dean Wilgus (1872-1940)
D. Scarsdale, N. Y., Aug. 22, 1909.	Herbert Sedgwick Wilgus (1874-1937)
Sarah Swann Woodcock	Frank Augustus Wilgus, Jr. (1877-)
B. Brooklyn, N. Y., Jan. 20, 1843;	
D. Oct. 12, 1845.	
Thomas Swann Woodcock	
B. Brooklyn, N. Y., Dec. 25, 1844;	Thomas Swann Woodcock, Jr. (- 1934)
D. Brooklyn, N. Y., Nov. 17, 1923.	
Married June 29, 1873, to	
Rachel E. Swanell	
D. Nov. 18, 1923.	
Frederick Selleck Woodcock	
B. Brooklyn, N. Y., Jan. 30, 1847;	Margaret Dean Woodcock (1880-)
D. Cleveland, O., Sept. 9, 1901.	Henry Wright Woodcock (1882-)
Married Sept. 20, 1879, to	
Alice Margaret Wright	
B. Liverpool, Eng., Aug. 17, 1849;	
D. Nikko, Japan, Nov. 12, 1940.	
Frank Stewart Woodcock	
B. Brooklyn, N. Y., Oct. 21, 1848;	
D. Nov. 7, 1849.	
Elizabeth Dean Woodcock	
B. Brooklyn, N. Y., Sept. 3, 1850;	
D. Aug. 20, 1854.	
Charlotte Fitch Woodcock	
B. Brooklyn, N. Y., Sept. 25, 1852;	
D. Aug. 22, 1854.	
William Wheaton (Whetten) Woodcock	
B. Brooklyn, N. Y., Jan. 26, 1855;	
D. Cooperstown, N. Y., Jan. 13, 1929.	
Married Oct. 24, 1888, to	
Jennie Louise Avery of Cooperstown, N. Y.	
B. Burlington, N. Y., May 5, 1859;	
D.	
Anne Swann Woodcock	
B. Brooklyn, N. Y., Oct. 24, 1860;	
D. Buffalo, N. Y., Apr. 13, 1931.	
George Marvin Woodcock	
B. Brooklyn, N. Y., Nov. 19, 1863;	
D. Buffalo, N. Y., June 11, 1931.	
Married June 13, 1895, to	
Emma Jane Woodcock	
B. Buffalo, N. Y., Mar. 3, 1869;	
D.	
William Dean Woodcock (1896-1918)	

Margaret Whetten* Fitch
 B. N. Y. City, Sept. 21, ** 1821;
 D. Buffalo, N. Y., Apr. 2, 1923.
 Married Mar. 28, 1840, to
 Frederick Woodcock, son of James and Sarah Swann W.
 B. Manchester, Eng., Oct. 17, 1808;
 D. Buffalo, N. Y., Nov. 27, 1892.
 Came to U. S. in 1832.

* Fitch Bible entry "Stuart," changed to "Whetten" in
 later years.
 ** Fitch Bible entry; other records say September 22.

Authorities: Bibliographical references 25, 67 and William
 J. Wilgus, Henry W. Woodcock, Mrs. William W. Woodcock,
 Miss Bessie Woodcock and Mrs. George M. Woodcock.

FRANCIS FITCH AND HIS FITCH, ANDREWS, JOHNSON, WHITE, TOMS, PRICE DESCENDANTS

THIRD GENERATION

FOURTH GENERATION

FIFTH GENERATION

Eliza Whetten Fitch B. Feb., 1850; D. 1870.	Francis Stuart Fitch, Jr. B. Nov. 20, 1852; D. Jan. 4, 1907. Married to Alice Lyons	By 1st Marriage
Benjamin Lewis Fitch B. Nov. 16, 1854; D. Mar. 18, 1907. Married to Mary Triggs	Caroline Faulkner Fitch B. Buffalo, N. Y., Sept. 6, 1860; D. Married June 3, 1890, to William Taylor Andrews B. Feb. 18, 1861; D. Feb. 19, 1933.	
Francis Stuart Fitch B. Blazing Star, N. J., Feb. 16, 1826; D. Noroton, Conn., Nov. 3, 1926.	Sarah Eleanor Fitch B. Buffalo, N. Y., Sept. 18, 1866; D. Married Sept. 14, 1892, to James Charles Johnson B. July 28, 1865; D. Nov. 29, 1928.	
Married (1) Sept. 27, 1849, to Sarah Eleanor Faulkner B. June 6, 1863. Married (2) Feb. 22, 1865, to Esther Lisette Oliver Oct. 3, 1838; D. Dec. 11, 1923.	William Henry Fitch B. Buffalo, N. Y., Mar. 12, 1868; D. Married (1) Sept. 8, 1892, to Evelyn Mather B. June 1869; D. July 29, 1931. Married (2) Apr. 12, 1939, to Mrs. Jenny A. Weed	
By 2nd Marriage	Gilbert Langdon Fitch B. Dec. 3, 1869; D. Married (1) Oct. 1, 1896, to Caroline Olmstead Wood B. Sept. 9, 1872; D. Dec. 27, 1932. Married (2) May 19, 1933, to Edith Chandler B. May 13, 1876; D. Nov. 13, 1934.	
	Esther Fitch B. Aug. 19, 1875. Married (1) to Robert A. Toms B. May 13, 1869; D. Oct. 4, 1921. Married (2) to Thomas Price B. ; D. July 17, 1936.	
	Charlotte Dean Fitch B. Noroton, Conn., Jan. 31, 1881; D. Married Apr. 5, 1913, to Carlton Taylor White B. Apr. 26, 1879; D.	
		Elizabeth Elmore White**** (- -)
		*Formerly Mrs. Leonard Barrett; now Mrs. A. D. Halliwell
		**Mrs. Alpheus Ratford Orcutt
		***Mrs. Grant Howard Burrows
		****Mrs. Philip Kleinert
		Authorities: Bibliographical references 25 and Mrs. William T. Andrews

SARAH (FITCH) WATERBURY AND HER WATERBURY
DESCENDANTS

(Missing Data Unobtainable)

THIRD GENERATION

Sarah Abigail Fitch
B. July 13, 1830;
D. Buffalo, N. Y., Sept. 6, 1901.
Married to
Frank Waterbury

B.
D.

FOURTH GENERATION

Frank Waterbury
B.
D.
Married
B.
D.
Henry Waterbury
B.
D.
Married
B.
D.

FIFTH GENERATION

to | Louis Waterbury (-)
Henry Waterbury (-)
Amy Waterbury (-)

Authorities: Bibliographical reference 25 and Mrs.
William T. Andrews.

WILLIAM WHETTEN DEAN AND HIS DESCENDANTS

SECOND GENERATION

THIRD GENERATION

FOURTH GENERATION

William Whetten Dean
 B. Albany, N. Y., Nov. 3, 1802*;
 D. Ann Arbor, Mich., Oct. 23, 1889†.
 Married June 1, 1829, to
 Eliza Hand
 B. New Lebanon, N. Y., Feb. 16, 1799;
 D. Green Oak (now Rushton), Mich., May 7, 1880.

Henry Stewart Dean
 B. Lima, N. Y., June 14, 1830;
 D. Ann Arbor, Mich., Oct. 15, 1915.
 Married Aug. 24, 1865** to
 Delia Brown Cook
 B. Farmington, Mich., Sept. 6, 1841***;
 D. Ann Arbor, Mich., Sept. 13, 1930.

George William Dean
 B. Lima, N. Y., Aug. 8, 1834;
 D. Green Oak, Mich., Jan. 22, 1914.
 Married Apr. 23, 1857, to
 Mary Eunice Clark
 B. Green Oak, Mich., Jan. 7, 1838;
 D. In Iowa, Mar. 9, 1910.

Sedgwick Dean
 B. Lima, N. Y., Dec. 31, 1836;
 D. Owosso, Mich., May 14, 1908.‡
 Married June 1, 1870, to
 Elizabeth Strong
 B. Pittsfield, Mass., Feb. 16, 1845;
 D. Ann Arbor, Mich., Dec. 24, 1884.

Clara Sedgwick Dean§ (1876-)
 (Possessor of portrait of Howqua)

*From Vosburgh "Records"; family Bible says Nov. 4, 1803.
 †From Forest Hill Cemetery records at Ann Arbor, Mich.; family Bible says Oct. 23, 1884.
 **Also given as 1864.
 ***Also given as 1842.
 ‡Also given as May 16, 1903.

§Mrs. Jonah S. Scovel, Jr.

GENEALOGICAL ADDENDA
(Amplifications of fifth generation and addition of its
successors)

CHRONOLOGICAL INDEX

CHRONOLOGICAL INDEX

Dates of Events in Stewart Dean's Career	Events	Pages
	1748—July 4: Born in Somerset County, Maryland.....	2, 50
	1755—Cried as a child of seven to serve with Braddock.....	7
	1766—March: Apprenticed in seamanship in Maryland.....	5
	1769—Commander of a vessel.....	7
Between		
	1769 and 1773—Removed to Albany, New York, thenceforth to be his home for upwards of 50 years.....	7, 8
	1773—May 12: Licensed to marry Pietertze Bratt, daughter of Anthony Egbertse Bratt and Marie Van Alstyne, his wife..	9, 50
	1775—March 2: Applied to city of Albany for deeds to prop- erty on Water Street.....	12
	1776—January 12 or 15: Served as volunteer in an expedition up the Mohawk against the British at Johnstown.....	12
	June 29: Commissioned commander of the privateer Beaver and sailed thereon from New York to New London, Conn.	12, 17, 18
	July 7 or 8: Continued thence to Providence, R. I., with news of the Declaration of Independence.....	18
	July 9-22: Cruised thence in company with the privateer Enterprise , Commander Dwight, and together captured four British merchantmen, of which one was the Earl of Errol	18
	Mid-September: Arrived at St. Martin's in the West Indies	18, 19
	October: Returned to New Port, R. I., and thence to New York	19

CHRONOLOGICAL INDEX—Continued

Dates of Events in Stewart Dean's Career	Events	Pages
	1777—May 29: Appointed member of a committee to seize a Tory vessel fittings.....	12, 13
	July or August: Served as a volunteer against the British and Indians up the Mohawk.....	13
1778—	January 6: Elected member of the Albany Committee of Correspondence	13
	February 27 and April 2: Appointed member of a sub-committee thereof	13
	April 29: Acceptance by city of Albany of payment on above mentioned property.....	14
	June 11: Report made of receipt of letter addressed by him to Governor Clinton.....	13
	September 29: Daughter Mary (Maria) born.....	14, 51
	September 29: Served as volunteer in expedition against the enemy at Schenectady.....	14
1779—	June: Sailed from New York in command of the Beaver and captured a British sloop (?).....	19
	November or December: Served as volunteer in expedition against the enemy at Schoharie.....	14
1780—	December 20: Son Anthony born (died young).....	14, 50
1781—	March 26: Appointed member of Commissioners for Detecting and Defeating Conspiracies.....	14
	March 26: Sailed from New York in command of the Beaver (?)	19
1782—	January: Proceeded to Philadelphia to build the privateer Nimrod	15, 20
	April 18: Commissioned commander thereof and sailed to West Indies	20, 21
	May-June: Captured at St. Kitts and taken prisoner to Antiqua and then released.....	22
	August-September: Returned to "Head of Elk" in Maryland and proceeded thence to Havana.....	23, 24
	December (or January, 1783): Returned to Philadelphia	23

CHRONOLOGICAL INDEX—Continued

Dates of Events in Stewart Dean's Career	Events	Pages
1783—c. April 29:	Membership ended on Commissioners for Detecting and Defeating Conspiracies.....	14
	October 23: Son Pieter born (died young).....	15, 50
	October-December: Wife Pietertze died.....	15, 50
	December 14: Son Pieter baptized (died young).....	15, 50
1784—Sloop Experiment built in Albany.....		26
	Fall: Navigated the Experiment between New York and Albany	26
1785—Winter and Summer: Sailed the Experiment to "Carolina" and Madeira.....		26
	November 11: Joined co-adventurers in fitting out the Experiment for a voyage to China.....	26
	c. December 18: Sailed as commander thereof for Canton	15, 30
1786—January 21: Stopped for supplies at St. Jago of the Cape Verde Islands		30
	c. June 12: Arrived at Canton.....	30
	c. December 10: Departed for home.....	33
1787—April 22: Arrived at New York.....		34
	October 4: Married Margaret Whetten, daughter of Captain William Whetten and Margaret Amy Todd, his wife..	16, 35, 50
1788—September 7: Daughter Margaret born.....	38, 39, 52	
c. 1788-89—Navigated the sloop Experiment between New York and Albany		38
1790—August 30: Son Abraham born.....	39, 50	
1793—Daughter Jane Ann born.....	40, 53	
1794—June 2: Daughter Sarah born.....	40, 60	
1790-1797—Reported to have made several voyages to Europe and China		40

CHRONOLOGICAL INDEX—Continued

Dates of Events in Stewart Dean's Career	Events	Pages
1796	Daughter Eliza born.....	40, 61
“Before 1800”	Daughter Maria (Mary) married to Hermanus P. Schuyler	41, 51
1800	April 20: Son Stewart born..... July 27: Granddaughter Mary Ann (Marianna), daughter of Hermanus and Maria Schuyler, born.....	41, 50 41, 51
1802	November 3: Son William born.....	41, 66
1805	Elected member of the Common Council of Albany.....	41
1806	April 6: Son Henry born (died young).....	41, 50
1807	December 15: Son Henry George born.....	41, 50
1809	April 21: Wife's mother, Margaret (Todd) Whetten, died	16, 41
1810	December 28: Daughter Maria (Dean) Schuyler died...	41, 51
1814	May 5: Daughter Margaret married to Roderick Sedgwick	42, 52
1815	March 5: Granddaughter Margaret Sedgwick born.....	62
1817	July 13: Granddaughter Sarah Sedgwick born.....	52
1818	August 22: Daughter Eliza W. married to Francis Bushnell Fitch	42, 55
1819	July 13: Granddaughter Mary Sedgwick born..... July 30: Granddaughter Charlotte Fitch born.....	52 62
c. 1821	Sons Abraham and Henry George died.....	41, 50
1821	September 21: Granddaughter Margaret (Stuart) Whetten Fitch born.....	63

CHRONOLOGICAL INDEX—Continued

Dates of Events in Stewart Dean's Career	Events	Pages
1822—January 14:	Grandson Roderick Sedgwick, Jr., born....	52
March 16:	Grandson Henry Clark born.....	53
October 13:	Son-in-law Hermanus Schuyler died.....	42, 51
September 17:	Daughter Sarah S. married to Lodowick Champlin Fitch	60
1823—July 19:	Granddaughter Margaret Anne Fitch born....	60
December 29:	Granddaughter Frances Clark born.....	53
1824—March 24:	Granddaughter Katharine Sedgwick born....	52
July 2—	Granddaughter Eliza Fitch born (died March 4, 1826)	61
1825—June 6:	Grandson Stewart Fitch born.....	60
September 10:	Grandson Erastus Clark, Jr., born.....	53
1826—Account of his passing years by Catharine M. Sedgwick..		42
February 6:	Granddaughter Elizabeth Sedgwick born....	52
February 16:	Grandson Francis Fitch born.....	64
November 6:	Name of Dock Street, Albany, formally changed to Dean Street.....	16, 35
1827—January 2:	Grandson Lodowick Fitch, Jr., born.....	60
August 10:	Granddaughter Jane Clark born.....	53
1828—August 5:	Granddaughter Eliza Jane Fitch born.....	53, 61
October 28:	Granddaughter Ann Fitch born.....	60
1829—June 2:	Grandson John Sedgwick born.....	52
July 5:	Granddaughter Margaret Clark born.....	53
1830—Place of residence changed to Lima, N. Y.....		42
June 14:	Grandson Henry Dean born.....	66
July 13:	Granddaughter Sarah Fitch born.....	65

CHRONOLOGICAL INDEX—Continued

Dates of Events in Stewart Dean's Career	Events	Pages
1831—February 28:	Granddaughter Mary Fitch born.....	60
1832—January 31:	Grandson George Sedgwick born.....	52
1833—Petitioned for a revolutionary pension (Item 16 in Bibliography.		
	December 19: Granddaughter Isabella Fitch born.....	60
1834—August 8:	Grandson George Dean born.....	66
1836—January 3:	Grandson Edgar Clark born.....	53
	July 9: Granddaughter Elizabeth Fitch born.....	60
	August 4: Stewart Dean died in New York at the home of his son-in-law, Roderick Sedgwick.....	42, 50
	December 31: Grandson Sedgwick Dean born.....	66
1851—December 21:	Death of his wife, Margaret (Whetten) Dean, at the home of their children in Lima, New York..	43, 50

